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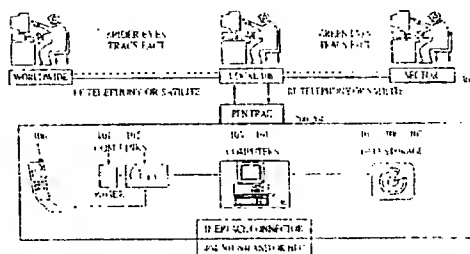
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For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.

(54) Title: **PROTECTED ACCOUNTABLE PRIMARY FOCAL NODE INTERFACE**

MONITORING AND CONTROL SYSTEM FOR PFN'S
DATA BASE CONNECTION OR WWW.



(57) Abstract: This application is the detailed description and construction of the PROTECTED PRIMARY FOCAL NODE (PFN) (200-204) when it is utilized for secure remote control applications, communication repeating and routing. The invention was always designed to remotely control machines, equipment, and vehicles (100-107) through various levels of monitoring and remote control systems and networks. Much of the technology has been designed to marry up to pre-existing devices and systems to develop cost-effective enhancements wherever possible to legacy systems and equipment. The PFN/TRAC System is further developed to integrate and consolidate components and functions through more efficient universal configurations of hardware, software and firmware (software embedded hardware) to provide integrated accountable remote control and management for man and machine interfacing (IMI) and to include full robotics by employing the latest developments like Systems On a Chip (SOC) Technology. The systems and modalities of hardware, software and firmware detailed in this application and related applications that provide accountable trusted remote control or management including traceable communications and commands with individual and machine identity and integrity checks are all part of a technology termed the PFN/TRAC System. The PFN/Track System is made up of individual nodes or units that communicate as part of an accountable machine messaging network employing and managing various forms of communication computers and machine controls to aid humanity in the safe use of equipment while protecting the environmental and the Earth's resources.

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ROTECTED ACCOUNTABLE PRIMARY FOCAL NODE INTERFACE

RELATED APPLICATIONS

This application claims priority from, and incorporates herein by reference, U.S. Provisional Application No. 60/176,818, filed January 19, 2000 (401) and U.S. Provisional Patent Application No. 60/200,872, filed May 1, 2000 (120).

This application is related to, and incorporates by reference U.S. Patent Application No. 08/975,140, filed November 20, 1997 (100); U.S. Patent Application No. 09/357,373, filed July 20, 1999 (200); U.S. Patent Application No. 09/738,901, filed December 18, 2000 (302US1) and PCT Application No. PCT/US00/16381, filed on June 15, 2000 (500WO1) and all references cited therein.

BACKGROUND OF THE INVENTION**Field of the Invention**

Due to the basic need for an inexpensive protected electrical interface control and management system this inventions PFN and connections have been configured to allow for the rapid conversions of Commercial Off the Shelf Equipment (COTS) products to handle hostile environments e.g. harsh chemicals, rough service, tampering, life-threatening substances, e.g., radiation, medical, industrial wastes and toxins and the many needed national defense applications for a more extreme protected electrical environmental package against, e.g., Microwaves, or any Electromagnetic Fields (EMFs) generated from conventional blasts and/or nuclear weapons and/or weapon grade magnetrons designed to disrupt solid state circuitry, etc.

This application has been developed to continue the normal commercial and governmental uses of the protected accountable remote and automated control system on all equipment known as the Primary Focal Node or PFN. The standard PFN always provided a monitoring system and/or network to record and report on aggressive remote and automated control as well as provide more accountability and versatility to any security system with more control options. RPV and many automated and remote control military systems, e.g. automated weapons exist today and this was not the major focus or thrust of this application. The major purpose of this application was to create a universal standard protected interface platform that will benefit the present developing remote control and robotics in everyday life and also provide for the quick accountable conversions for national

emergencies, military operations and extremely aggressive security options. To allow for the control and management of these devices and systems by the proper authorized government agencies charged with Public Safety and National Security in a cost effective manner.

The Primary Focal Node (PFN) is a Protected electrical interface system of all electrical components on a host piece of equipment, but it specifically provides communication and computer controllers with two local levels of memory storage in a physically protected encasement to provide accountable remote and automated control and data management.

This standard PFN\TRAC\FACT\DES\CEW management system has been enhanced in this application for higher security functions and has a plurality of responsibilities including surveillance, remote control in hazardous environments, and a remote monitoring system to include a network of, on, in, out, and off board devices working together with people through software and hardware interfaced components to provide security services and make machines and their actions accountable through safe, secure communication and control devices in real, and/or very near real, time. This is accomplished through modular and programmable software termed TRAC which stands for Trusted Remote Activity Controller.

The invention, as always, is designed to account and provide for various levels of remote control for all machines, vehicles and equipment functions, as well as, alter them to be suitable for certain environmental conditions. Specifically, in this application the invention or device employs the Protected Primary Focal Node (PFN) on every piece of equipment, mobile and/or stationary, and outfits the PFN with sensors and A/V equipment to report on the physical state of any designated secure area and its equipment components, as well as, remotely control the same equipment either locally or at any progressive level of monitoring and remote control network to extend to and/or include a worldwide capability, with any number of security terminals if so desired.

Along with this completely described system is additional security devices networked together as various hardware, hardware embedded firmware and software TRAC and Federal Access Control Technology (FACT) that protect and condition any signal through encryption technology e.g., DES or PGP as might be required to complete these accountable operations locally, regionally and around the globe in as secure a manner as warranted both governmentally and/or commercially.

So, for these security concerns, this application will deal with three additional properties. First, the PFNs must be able to specifically provide reliable remote control function in these high security and destructive environments. For this to be possible the PFNs will be physically constructed to handle highly specialized environments, for unusual rough service applications and even be armored for ordinance protection, as well as, shielded from radioactive environments, electromagnetic fields, bio and medical waste and/or harsh chemical environments, extreme temperatures, etc. Then the PFNs must also be able to transmit and/or store their data in secured communication protocols like the Data Encrypted Standard (DES) for government purposes involving high security; and in Pretty Good

Privacy (PGP) like Netscape, etc. for commercial high security or the encrypted codes some of the monetary institutions use. These DES functions are performed by specialized chip sets that have physical separation within the chip to process the sensitive data and are in place on both ends of any transmission/reception process at any level if need be, e.g., on the host equipment and local, regional and/or worldwide monitoring and remote control terminals. The physically modular and programmable PFNs on all normally manufactured equipment will be designed to accept government DES chip sets for easy government conversion of universal products and Commercial Off The Shelf Products (COTS), to be used in high security control tasks such as (PGP) with special FACT access.

In this second section of software development, the Federal Access Control Technology (FACT) will be developed with a National registry to control how the program will be run in the varied PFN/TRAC systems. A description of possible Internet Protocols (IP) needed to maintain high security for normal accountable aggressive remote and automated control, as well as, an automated policing of machine activation and activity will also be completed by the National FACT Registry in sound constitutional ways with respect to the rights of privacy for the individual. Finally, this high security application requires specific sensory and control peripherals, e.g., radiation detection equipment or any transducers to produce physical data into an electrical signal, hydraulic weight transducers, etc., that will be discussed in this application. All these devices and systems are completely described within this application, and the other related applications incorporated herein by reference.

However, the reason this application is being filed separately and specifically is that it defines the specific commercialization of the high security uses of the invention for large commercial and governmental use. Hopefully world stability and/or organization can be improved through the invention. A continual socio-economic technical development can be maintained and harmonized to best preserve the optimum physical environmental state for human existence and an improved quality of life for all.

In the related patent applications, the PFN is described as a hardware device that is called a Protected Primary Focal Node that ultimately can be placed almost everywhere for remote monitoring, management and control to include any vehicle, machine or piece of equipment. Basically, it has been designed to monitor accountably from a secure local environment, and provide aggressive remote control capability to equipment in any physical environment. This will include any and all actions of machines, and/or man, for the purpose of acquiring specific data on conditions, actions, and/or functions, and to record this data on location, as well as, report back this same data conversely to any appropriately concerned individuals, and/or the public in general through wireless and wired communications to computer networks and data storage systems. This can be a closed circuit monitoring and remote control system, e.g. physically isolated or transparent on the (IP) with encrypted level seven application layers combined with random timed entries as firewall protection, and networked, either publicly and/or privately, on a larger scale. It may utilize and/or include, in many

cases, the World Wide Web for inexpensive mass access to handle data, which will be provided to medium to relatively high commercial security protocols through these software innovations of PGP and other Commercial Off The Shelf (COTS) products. Many such companies today have web sites and security firewalls to keep out unwanted hackers.

This patent will have some focus and utilization of existing COTS software products that are available today and are easily configured for the purposes stated throughout all the related patent applications. It will also, however, offer proprietary configurations for new uses of any utilized COTS software products, as well as, provide a unique modality to handle data in an accountable manner in the PFN/TRAC and/or FACT system. In addition, TRAC and/or FACT can be used with any other processor that requires accountability for activity controls and/or sensor inputs. The reason for such a high concentration on COTS products in this technology, is that it provides a protected universal interface because the communication, computer and inexpensive memory storage industries are all moving so fast in offering cross-over products. One of the main purposes of this invention is to provide a secure environment of plug and play interfaces for these developments to give inexpensive versatility and to make them all accountable in the data they handle and host controls they affect, while still maintaining free development and enterprise.

Once again, TRAC stands for Trusted Remote Activity Controller and it is, for the most part, the programmable and modular software necessary to provide accountability to aggressive remote control for society. The fact is that the Federal Access and Control Technology that provides authorized government, local, national, and global real-time powers to control vehicles and equipment for use in the safest manner to preserve human life, tranquillity, the environment and social stability.

The objective of this technology is to provide a secure communication and data management system initially in the PFN (the protected primary focal node) with TRAC / FACT system a most unique and ideal software modality, that can be used as a universal program and/or a standard, to format accountability for aggressive remote control. The technology will seek endorsement by the insurance industry to provide trusted accountability in the liability assessments and rate assignments for aggressive automated and remote control in any and all such man and machine shared control scenarios. Automobiles and highway travel and its safety will be a major focus of course, but this technology is planned to provide this secured trusted analytical data tool for every mechanized, automated and/or remote controlled insurable action and/or function. The total goal of this application is to also receive approval and certification for the payment industry and their software products, processes, and protocols. Nationally, governmentally, commercially, socially, etc. for the Banking Industry, payment industry and credit or debit card systems and/or for any financial transaction approval. Also and equally the technology will seek approval from the Government agencies and/or institutions, and/or any Security organizations (the Automobile Industry, the International Electrical Engineers Association (IEEA), e.g. Consumers Electronics manufacturers Association CEMA,

computer engineers and/or programmers associations, and/or any other Science, Technology and Society concerned citizen groups, organization, and/or commercial interests as well as all government agencies. This technology seeks to help create a set of standards for accountable automated and remote control and will work in this direction through any commercialization of this invention.

The TRAC/FACT system and software will be programmable and modular and be deployed as software and firmware in all types of hardware. It will also employ and be capable of processing analog and digital signals and/or any and all data streams, encoded and/or encrypted signals including; all data, audio and video signals as well as telemetry for man and machine operation and environmental monitoring, along with any other application specific data streams determined as necessary.

This application is providing this proprietary firmware and/or software system so that it can track any electrical signal received and/or processed by this Protected PFN technology and/or any of its devices as well as, track and record any application specific reactions to the signals by any host equipment, personnel, environmental condition change; and also, continue the accountability functions for offboard tracking, through the management and storage of data handled through the PFN \ TRAC monitoring and/or remote control system and/or Network.

The remote control accountable software for tracking will require personnel Identification (PINS and/or fingerprint or pupil ID), Electronic Serial Numbers (ESN), from the transmission equipment used, GPS, land line numbers etc., and/or any other locating system coordinates. There will be time and date data as well for every appropriate command that results in any application specific reaction performed by the host machine via a PFN, and/or due to any remote control command. This will always be standard operational data acquisition necessary to perform any credible remote and/or automated function completed with a PFN. Basically the TRAC system in the PFN is a modular system that will authorize and authenticate commands and activities for aggressive automated and remote control with local and remote redundant memory systems. This is how this technology plans to provide trusted accountability for insurance and governmental backing. The manufactured commercial products employing this technology's PFN and/or TRAC system's innovation will be responsible for obtaining certification in their design, construction and use by the governing bodies as well as provide FACT access and control protocols for public safety and national security reasons. The FACT system is still completely accountable for any and all that are using it whether they are, civil servants, high government officials or regular citizens.

The mass of all data collected in real time for a temporary memory shall be controlled by being erased in this re-writeable memory and not stored in the permanent memories (local) if deemed unessential by application specific onboard firmware and/or software criterion. and not reported redundantly to any remote location unless countermanded by the off board monitoring and control systems that authenticate as valid for this activity.

This technology has provided for its PFNs and/or any other technology's processors or

programmable controllers a set of secure accountable software comprised of programs and designed to be modular. The base and/or operational system once again is termed and referred too hence forth as TRAC, which stands for Trusted Remote Activity Controller. This is a programmable and modular system in the PFN that authorizes automated and remote activities and then authenticates the response and stores the data in a plurality of memories. The specific protocols ideally to be determined by standards committees , which will be structured to the application specific guidelines for this technology's deployment with the governing principle to safely and to appropriately full fill society's needs and requirements for accountable aggressive and/or passive remote control and robotics.

Brief Description of Drawings

Figure 1

Is an illustration showing the monitoring and control system and a PFN enclosure with its characteristic communication options, processor and computer capability and its accountable data storage systems, as well as, its electrical interface connector to connect with a host machine. This is in keeping with the same technology from the first application and the remainder of the drawings will display and describe more varied levels of capabilities and sophistication to meet the present high security requirements needed in special government.

Figure 1a

This figure is the software that provides a Trusted Activity Controller the TRAC system of software and software embedded hard ware or firmware and/or microprocessors FACT chips individually assigned and incorporated as identifying circuits and mini processing centers to insure accountable remote control tracking integrity as a system and for any and all individually directed activities no matter the origin of order and/or purpose.

TRAC a Trusted Remote Activity Controller has easy technical capability for any and all of humanity. However, all forms of human governance will have to be responsible in determining how to best use this accountable technology.

Figure 1A1

This figure is part of the progressive consolidation of the inventions interfaced systems integrated on a Chip to (SOC) technology.

Figure 2 (commercial high level security protocols)

The protected containment has many various different applications so specific configurations have been deliberately avoided . Therefore, this number two drawing of the high security PFN'S wall is shown ,as well as, how they will be altered to complete their specific tasks for every application and will be ultimately determined by a standards.

Figure 2A

This figure first appeared in earlier related patent applications for the use of pagers the primary communication technology and will be used in one and two-way transmission application for the least expensive communication means in PFNs in normal applications and altered in wall structure for higher security applications.

Figure 2B

This is an add-on system also appearing in an earlier related patent application and its wall structure will also vary as per application as detailed in figure 2. This system utilizes wireless or cellular phone service for its two-way communication medium

Figure 2C

This is another built in PFN system with its two-way and locking system detailed in another earlier application for the automotive industry to organize all electrical devices in a plug and play system of drawers and compartments and displays numerous components and devices. This system can also have its physical wall structure customized for specific high security applications.

Figure 2D

This drawing continues on to develop 2C on the interior of the dash PFN in a mobile piece of equipment. showing in greater detail some possible movement component and device and this drawing as well appeared in an earlier patent application.

Figure 2E

This figure shows three drawers which are a continuation of 2D as a possible arrangement of components for this multi interface system for electrical components.

Figure 2F

2F is the first of two figures showing a proprietary electronic heat seal system to insure there has been no tampering with the protected PFN are for legal evidence.

Figure 2G

This is the second drawing of the security seal and it describes how the seal functions

Figure 3

Shows the two basic PFN communication categories which are being developed. There will be one-way transmission devices and there will be two-way transmission devices. The drawing also illustrates the monitoring and remote control system from the local level to the global level. The figure also shows all the qualities and peripherals as well as the security systems for conditioning any two-way signal transmissions.

Figure 3A

This is a self explanatory chart to show the accountable data storage for on board in the PFN and off board within the monitoring and remote control system. This chart can be referred to when reading and viewing figures 3-4-5 & 6 with all the different types of communications detailed. The chart will quickly provide the basic report back properties and data storage systems to expect from an individual PFN by the communication service it is employing. However in many cases a PFN might interface a plurality of communication systems.

Figure 4

This drawing is of the simplest one-way communication PFN and these basic electronics have already been prototyped used and proven from and for the other related applications. Basically with the one-way communications systems data storage is on board the host in the PFN at two separate locations and require physical retrieval of the data. This device in its most basic form will not report back to any remote control and monitoring system, but can be sent messages, which will activate preprogrammed responses.

Figure 5

This an illustration of the simplest two-way communication systems and the necessary security devices to condition the signal with encryption for high security protocols. It is basically another flow chart showing the data from the remote control and monitoring network as well as all the data and control signals to the data storage and the peripherals through the many possible processor options. This is the same as figure 4 , however it is in two directions with the remote control and monitoring system and there by creates three accountable levels of data storage on and off the host piece of equipment. Two levels on the equipment and at least one remotely stored copy of any pertinent data.

Figure 6

Employs the most sophisticated high security two-way communication capable of full real time video with either cellular or digital phone or any radio frequency specially delegated for these purposes. These types of devices will carry all types of report data signals and cost will be proportionate to the level of sophistication and the hardware and software required to support the services desired by all accompanying peripheral devices.

Figure 6A

This drawing details how drawings 3, 4, 5, and 6 are merging the communication technologies with computers and memory as well as automated control systems and data management and sensory systems. And more specifically it details the growth and development of the components and separate devices into one set of secured accountable PFN circuits and provides for all the future commercial Off The Shelf Products to be used in the PFN. With plug and play universality but achieving the same stated purpose as has been proposed for the invention all the time. Which is to provide a secure protected accountable electrical interface.

Figure 7

Depicts a security enclosure and in this case it illustrates a nuclear scenario requiring unique types of monitoring and remote control. This could be any security scenario with different requirements and specific peripherals with varied protected circuits, but with the same need. To monitor and control a restricted secure area with accountable remote control or robotics from local, regional, and global monitoring networked together and also in a secure manner.

Figure 8

Illustrates the many varied high security purposes of the installation secure area system depicted in figure 7. It shows some of the governmental uses, and commercial applications for a secure installation, that are hazardous and can be enhanced by unmanned operational functions e.g. oil, gas and chemical plants, medical waste and sewage facilities, nuclear substance use, and nuclear waste storage and a multitude of other science, energy technologies as well as monetary processing either in hard currency or credit - debit data.

Figure 9

Is a list of the allocated frequencies and their use and the agencies that use them.

Figure 10

Is a continuation of the list of allocated frequencies from figure 9.

Figure 11

Is a more extensive detail of the TRAC software flow and the all the application specific programs running in the Trusted Remote Activity Controller.

Figure 11A

This figure expresses the Trusted Remote Activity Controller's properties and qualities in software and interfaces.

Figure 11B

Describes the hardware implementations.

Figure 11C

Is the Trusted Remote Control TRAC features that make it trusted and essentially different and unique as an operational management center and communication routing and rerouting device

Figure 12

Shows a world view of all the communication linked PFNs and their application specific uses in normal everyday life.

Figure 13

This is a 27 page listing of all the national government agencies that are supporting web pages and this invention details how to hyperlink them into four public web account pages utilizing the data recovered from the PFN/TRAC system and processed for or by these agencies as part of public accountability and interaction with government and commercial interests.

Figure 14

This drawing further details the PFN applications and shows there uses in every day management applications

Figures 14A and B

Are two pages of charts and descriptions that were taken off the Internet detailing The International Standards Organization or (ISO) Reference Model. And with a basic discussion in reference to the Open System Interconnection or the (OSI) of networking including the seven levels to creating net work communications between computers and how FACT and the Registry can operate.

Figure 14C

This power point figure sheet for the World Bank and International Monetary Fund is exemplary illustrate some of the economic and financial attributes of the invention to the investment industry and electronic payment and monitoring process by supplying accurate real-time data to all involved parties to best work out the proper management at all levels with the best understanding

Figure 15

This drawing introduces FACT as individual chips that will be manufactured into all electrical components to track and control their authorized use and value that use.

Figure 16

This illustration details how the FACT chips work inside the PFN/TRAC system to be an accountable and well organized use of electrical devices on each and every piece of equipment. The individual chips in each component or device identifies the component to be recognized by the National registry after the initial data is processed by the PFN\TRAC\FACT computer programming when it is connected to the uni-buss either in the protected containment of a PFN or some input output port.

Figure 17

Is a further description of the FACT TRAC system that originates in the PFN device and pinpoints; interaction in any platform of communication to be identified as legitimate electrical technology that is made accountable in its manufacture or creation and legitimate and accountable for its use civilly. Fig 17 details National Regional and Local Governmental control and management and the employment of the FACT system secondary failsafe check to insure accountability of legitimate product use.

Figure 18

Is a more detailed view of the devices interfaced to perform the Federal Access Control technology FACT. And Commercial Encrypted Web CEW technology to perform secure and accountable tasks through the three main communication mediums, of one and two-way paging, wired and wireless telephone technology and all forms and frequencies of radio communication. This drawing shows the Data Base Connection and the Internet use.

Figure 19

Shows the lines of interactive communications from the PFN all its sensory inputs the commercial servers and public provided nodes linked to local government state and national government and screened interfacing with world organizations and the uses of all types of communication links to provide a secure accountable network..

Figure 20

Shows a base application of the software flow activities both at the PFN level and in the main registry and a typical interchange concerning the main purpose of a such an accountable network ,e.g., to reduce the crime of component, device and/or equipment theft, provide greater National Security through properly identified and qualified components being made accountable for performing automated and remote control activities for societies and their institutions. And finally to provide greater accountable public safety e.g. a fail safe capability by being able to individually address numerous similar functioned electrically inventoried devices as operational through PFN management devices to perform a task, e.g., Cell phone failure and a pager is interfaced switch communication use to the pager system to receive signal for an authorized remote command. Even a standard car radio or audio system interfaced through the PFN will be able to receive one-way communications to perform PASS, Proprietary Aggressive Slow Stop, and Securing of a piece of equipment.

Figure 21

This diagram is more descriptive of the software functions of management and control commands. It shows basic driver and/or owner notification functions and those that could be completed without notification as per constitutional law to be written and legislated extending court order wire tap and phone taps being extended to use of this security function in the PFN/TRAC system and incorporated into FACT software protocols.

Figure 21A

This figure is a national Transportation Machine messaging Net work for the invention the PFN/TRAC System

Figure 21B

Is a further detailed figure for the national transportation system in 21A functioning for local control and traffic management down to the local traffic intersection level.

Figure 21C

This figure is a power point drawing highlighting the usefulness of the invention the PFN/TRAC Device and system for the Department of Transportation and also illustrating the many faceted advantages for this type of accountable remote control and traceable communications for mobile and stationary applications in remote control and robotics as well as traceable communication routing.

Figure 21D

This is a figure detailing the federal Communication Commission's recently Dedicated Short Range Communications allotted to automobile applications

Figure 21E

Is a diagram showing the PFN/TRAC repeating and or digi-peating capability that can be used for personal tracking and accountable remote control through all responding units, or used to link any and all systems of short range wireless communications and transmit a signal or retransmit a signal or transcribed message through other interfaced communication systems that are responsive processors

Figure 22

Figure 22 is a diagram of the system that allows parolees back into society by tracking their movements. This system can be an isolated intranet and or communication system or achieved through repeating or digit-peating through other PFN/TRAC units.

Figure 23

This power point diagram of the PFN/TRAC System points out the importance and value to the FCC the management locally and accountably for diverse frequencies and their efficient use to maximize the physical environmental parameters for any particular and or designated frequency in use or to be used at any given time and process any and all electronic communications or any propagated digital communications and or any transmissions or retransmission of converted messaging in the most efficient and less noisy manner.

SUMMARY OF THE INVENTION

These innovations have been predicted and partially described in the earlier applications. They are the security protocols and are intended for the high security development mentioned in the "Stop and Control Box", Black Box, and Billing Boxes and their combined functions that were described in all the related patent applications as the secure and protected PRIMARY FOCAL NODE or (PFN) also with all the possible computer networking including the Internet.

Along with the varied PFN devices that will be attached to all equipment, machines vehicles and environmental sensors and devices is the evolved third embodiment of the first application. A flexible in size and capable monitoring and remote control system that can be singular and local or networked to any extent with all the variations of PFNs and other systems if so desired through FACT software and national and local connectable FACT registry. From the first application of this invention has prescribed a secure accountable remote control electronics package as it is a major objective for this technology. So it is only fitting that even the first commercialization of the invention increase security for life, society, government, business and industry; because of all the basic accountable features the invention can provide to any present security management and/or control system. Some of the enhancements are obvious in the areas of impregnable electronics, and also the versatility in

providing levels of inexpensive remote-control for secure areas requiring automation to replace and/or reduce personnel at risk.

The invention provides for at least three levels of accountability in its most sophisticated functions, two on board and at least one in a remote location. The invention has always claimed to provide a secure physical environment for the electronic components and devices, but in this application the PFNs are specifically designed to protect any of their transmitted signals by first conditioning them by encryption, so only the authorized personnel and terminals can decipher their encryptions and gain access to the data. This security protocol is also carried all the way through the system and will therefore easily marry into any existing system, which requires these same Protocols DES and PGP, which stand for the government Data Encrypted Standard and the commercial versions Pretty Good Protection. However, PGP suppliers will be required to coordinate and incorporate their encryption with FACT software algorithms to provide for the Federal Access and Control FACT registry of component, devices and equipment, ultimate interdiction and control when they are going to perform aggressive remote and automated control activities in a host machine. (This is legal for the automated equipment to be policed by society's automated policing systems.)

The monitoring and control systems for high security application will most probably be closed circuit with an individual set of government allocated frequencies, and specialized hardware firmware and software (Government DES systems). However, with the software, and/or commercial firewall protection known as pretty good protection (PGP) inexpensive monitoring can be provided in near real time with only marginally diminished security in any direct PFN transmissions to the World Wide Web (WWW) phone node servers and their inexpensive gateways and/or any networking from the local computer terminal to a WWW server phone node. This option for many small and medium commercial operations will be provided more economical possibilities for their semi-sensitive or less secure needs to monitor current events at isolated installations globally in any specific installation. If, through this casual monitoring, it was necessary to give a remote command to a PFN controlled piece of equipment based on the web image the remote control commands can be given through regular phone services and/or any other privately owned and operated communication system, that the PFN has as a communication device on board for. This would allow for limited use of expensive phone services or commercial satellite communications for the long process of monitoring a remote secure area and only require the expensive communication technology to send short commands. These monitoring functions were described in the second patent for a community web page monitoring of unrestricted governmentally prepared PFN generated public information data streams. The difference here is the use of PGP and/or DES or any encryption to conditional a signal limiting access to these types of data streams whether they be commercially generated and altered or governmentally controlled. The other security measures are limited access to a web site or controlling access by special identification measures, e.g., pin numbers and synchronized timed personal access number cards. Or the use of the

local control computer 300L to do the dial up and or act as a RF repeater station for a local page network of PFNs which would make the phone node connection to the web (optionally automated). This could be utilized in much the same manner as has been described in PCT application No. PCT/US99/00919 (202) for the separate government agencies that provide direct phone node equipment to their agency network as well.

However, this describes how the PFN can be first sold as a commercial product, but to coordinate and use this technology on a massive basis the most important development in this application is to use the PFN/TRAC/FACT Registry system in harmony with all the PFNs and an entire web that provides for individual PFN direct access to the registry and/or through any and all isolated systems that have their own gateway to function (but FACT licensed) through the PFNTRAC \FACT system. (This development will be governed by legislated law, codes, regulations and standards in the future but for all-intensive purposes will be detailed here and now so that anyone can understand this accountable management system and so those skilled in the arts could easily construct it.)

As described in PCT/US99/00919 (202) and PCT/US99/13668 (302) for the spider eyes systems all the PFN activations require all the electronic serial numbers, land line numbers and/or RF ESNs from all communication links as well as personal ID verification, e.g., finger print, card swipe and/or PIN numbers, or any synchronized personal ID time changing pin code verification devices or systems, etc. And along with this data is always the date and time for any remote control command, which is always accountably recorded with all the electronic serial and ID numbers ECT as the command string in the PFN any remote control contact. Also, any response telemetry data generated from the action to a remote command is recorded and stored for an application specific time period and then either entered into the permanent PFN record storage or delete for space. And any and all installation PFNs that are working in concert (net worked together) to achieve a remote control action will also establish their telemetry records in the same manner providing a multitude in many layers of accountability header provided with the appropriate FACT, ESN, MIN, VIN or necessary FACT manufacture data and nay activity application data that is programmed into the firmware or software.

This application details the quality and properties of the accountable modular and programmable software termed TRAC that authorizes and authenticates commands from wireless and land line telephone and/or RF equipment and/or light transmission technologies to remotely activate and confirm automated controls and functions through its PFN processors controllers and/or computers. As TRAC processes this data in a secure manner it stores it in a protected storage on board a piece of equipment in this technology's PFN on location and in the two-way transmission PFNs it reports back to at least one remote location to achieve at least a third redundant memory storage. The reality of the invention is proven in the feasibility prototypes of the earlier related patent products. However, the need for governmental and commercial collaboration is essential to the entire FACT system's Reality

This TRAC system was designed to distribute communicated commands to their appropriate application specific preprogrammed protocols, while authenticating the authorizations and preserving and accountable record on both sides of the remote control communication scenario and through out any redundant transmissions or data storage. The TRAC system of software has been designed to develop a Trusted Remote Activity Controller for all of societies needs regarding accountability and liability as well as to preserve and/organize secure modalities to manage and control automated equipment, and financial legal transactions.

With the advance in electronics, communications and computer processors the automation of equipment is rapidly approaching aggressive remote control and robotics and needs to be made as accountable as the owners and operators who have been solely responsible for machine control in the past. Because, control responsibility will be shared at first between man and machine and might very well always be this way; accurate telemetry of both will be essential to provide organization and proper management and legal control in this scenario. This technology's PFN protected primary focal node and The TRAC software system has been constructed to provide the means to accomplish these control and accountability tasks and to serve as an electrical interface, physical platform, and software control center to write standards too.

These are just some of the increased synergistic benefits added by the invention's secure and accountable remote control when made part of any existing security system. The invention's security uses are endless, because of the great inventory of possible COTS components, and devices that can be integrated and interfaced. The designed universal plug and play versatility has been deliberately developed to combine and work with all other pieces of equipment and systems where ever possible. This has always been another goal of the invention from its inception. To provide a practical focal point that is a universal physical platform to support a versatile electrical interface for responsible remote control for every piece of equipment, machine, vehicle and environmental need to increase public safety, national security, to provide just and fair monetary exchange and respect for each individual in a society. Accountability for the use of equipment and Data acquisition is the best way to achieve and assure these things and it must be built right into the interface and protected as well by backed up remote traceable memories.

All the patent applications first combine all these present separate parts, products and systems as interfaced separate entities and in this application they are progressively consolidated and standardize the electrical interface and circuits of this protected physical structure to the most concise set of universal application specific controls in appropriately sized physically protected containment (known as a PFN).

Throughout this application all the security ramifications and uses will be described in detail, and with the related applications incorporated herein by reference the list of possibilities is not only endless and feasible, but also practical and a necessary direction for future security scenarios for all

aggressive remote control. This application combines security technology with machine communication to create commercial automated and remote control with an ideal organizational platform to set standards for society in general and all the regulating government bodies ,FCC, FAA, DOD, DOT, FBI, CIA, NSC, and various professional organizations IEEE , Fire and Alarm industry, insurance industry and on and on.

At no time does the invention in any particular field attempt to set standards or criterion for any specific technological applications or use. But the invention address almost all responsible modalities and/or issues in a clear and evident manner to practically achieve all the claims of this invention. The invention only seeks to provide the present world's technologies a set of more universal secure accountable electrical interfaces of physical platforms for remote control and robotics, which are designed to provide accurate information and control options reflective of human needs with present and future machine interaction . With this accomplished hopefully this will improve the likelihood and chance that logical common sense and scientific decisions by societies, their commercial interests, and their authorities can be aided in making the best choices for the world's populous to secure peace, tranquillity, as well as, develop a healthy respect for one another, and maintain a safe environment in a timely manner with as little unnecessary disrespect, disruption , deprivations, destruction and death. Ideally individual freedom will be guaranteed by a developed social respect for the individual secured by accountability, because most certainly personal privacy is going to continue to be reduced by all of these developing data acquisition technologies, which also have the potential to provide a better quality of life in general for the whole of humanity. This is an important issue and always will be.

The invention has been designed to provide humanity with the tools and capability to provide secure organization and informational data for this most natural and appropriate human knowledge quest and assist in obtaining an optimal growth in these directions for humanity's development , while maintaining fairness and/order for all individuals to develop in their individual existence in using these extended freedoms and tools responsibly and respectfully und pain of the law for any misconduct. But this invention's implementation and any society's use of the invention is and always will be in their hands and have to be responsibly shouldered by all of the individuals of any society that uses it.

Detailed Description of the Drawings

FIGURE 1

Figure 1 is an illustration showing the monitoring and control system and a PFN enclosure with its characteristic communication options, processor and computer capability and its accountable data storage systems ,as well as, its electrical interface connector to connect with a host machine. This is in keeping with the same technology from the first patent application and the remainder of the drawings will display and describe more varied levels of capabilities and sophistication to meet the

present high security requirements needed in special government and commercial applications. FACT is introduced as the Federal Access and Control Technology that will be running in all remote control capable systems governmental and civilian. It is an encrypted operational data system software that will allow for accountable access to all such systems and under proper court authorization allow for undetectable monitoring and control of any and all equipment. Fact processor chips will be in all responsive connectable components for remote control as well as in expensive electronics to keep track of their legal and illegal use through and by any PFN system running TRAC/FACT software. TRAC stands for Trusted Remote Activity Controller and is the base operating software system operating in all PFNs.

First however, is the base hardware components and systems running these programs of which TRAC & FACT are only two of them. The components in figure one as numbered are as follows. Number 300 shows all three levels of a possible network of off board computers in which the local computer is the standard gate way, but not the only control terminal and it is not a necessity that the control communications even go through the local terminal. With the use of cellular phone technology, RF signals, and paging devices as the receivers and transmitters, signals can be sent from any terminal if so desired. (e.g. emergency situations). And also by employing the equipment identification system (ESNVIN) and or (ESN SN) or MIN protocols and personal ID devices properties and qualities detailed in all the earlier related patent application for the spider eyes program, coupled with the on board data storage devices numbered 105-106-107 in this drawing. And the off board report back data storage; provide total accountability for remote control activity which can be established through the entire system from all of the off board monitoring and control systems to each individual peripheral system attached to a PFN numbered 200-204 in this number one drawing and most especially with the incorporation of TRAC and FACT software programs. The multi numbering is for the different styles of security and protective packaging of PFNs and data storage devices and systems, which are all detailed in great length in the earlier related filings.

100 is a wireless phone, either cellular, digital, satellite or even cordless either as represented as a hand held COTS device that has an interface modem and/or cable to connect it up with one of the five computers detailed in the preceding related application or as an IC chip set integrated circuit and or interfaced with any of the onboard processors, programmable controllers or computer boards either by edge connectors or direct hard wiring or IEEE couplers. And 100 can also be PCMCIA card or "Complete Card"™ Cell phone card with antenna. (This system will be first utilized in all prototypes including high security.

101 is the standard time honored pager in this drawing showing only the reception capability of the standard COTS pager. This is done to accent that there is a real cost effective use for one-way paging in high security applications as will be completely described within this application. However, also in this document it will be equally illustrated that the new reflex paging protocols of Motorola can

also serve inexpensively and offer limited two-way communication capabilities. The first related application totally details many different modalities to utilize the standard paging devices and is incorporated herein by reference. However, also through out all the related applications the incorporation of COTS paging IC. chip sets accompanying circuits and software protocols have been incorporated into PFN consolidation of circuitry and size, as referenced by the design use of Motorola's Create-a Link TM combining communication and processing, in some limited switching functions in the protected accountable PFN system.

102 is any other RF frequency that can be used to send and/or receive either a guarded or unguarded signal. to a PFN device. And the following frequencies are listed in an Allocation table as figures 9 and 10 of this application as they are known today. The list is in no way to be considered the only frequencies that this invention claims and in fact any and all wireless communications and hard wired communications are claimed to fall within the nature and scope of the invention when they are used in an accountable and/or protected interface for remote control.

103 refers to the proprietary Parallax computers stamp I and stamp II and 104 refers to all five of the 100 Euro-board mini computers named in the preceding application with their varying degrees of capabilities. And also in this formal application there will be a complete set of drawings detailing the prototypes to make them more resistant to EMFs and other damage from radiation for the high security and hazardous or hostile environments.

105 -106-107 is the on board data storage components of the PFN. However, there is only 2 levels of memory or data storage generally planned for in the PFN. One is a re-writeable memory recording predefined data unique to equipment and or personnel. The second is priority data which is stored in a non- volatile and protected memory (determined by application specific protocols). And number 108 up in the 300 block of computers networked together illustrates at least one remote storage out of the PFN. And this will be a redundant storage of the same application specific protocol data stored permanently on board. This provides three last minute comparable records which are all timed and dated for analysis and accountability. The number 105 generally refers to embedded hardware, firmware, EEPROM, and/or flash memories and 106 refers to hard drives and 107 to writeable CD and MO disks as detailed in the earlier applications. These can be part of a integrated or interfaced circuit with any of the processors and/or mini computers and/or stand as separate components interfaced through hard wires and/or physical connectors, which also has been thoroughly detailed in the earlier applications. Any one of these data storage components can function as re-writeable data storage or as permanent storage.

108 is the off board storage and it is also detailed in earlier applications but it is safe to say that all data stored for these high security applications will have specific systems and protocols to manage any stored data. TRACS and FACT will be detailed through out this patent application as an exemplary software protocol for handling this data on and off the board.

FIGURE 1A

This figure describes the Trusted Remote Activity Controller TRAC, which is the basic operating system to provide accountability. It also calls for two standardization efforts for internal communication and external communication, for universal connectability which will be elaborated in much more detail in Figures 6A, 17 and 19 Trusted Remote Activity Controller (TRAC).

OPERATION

The Trusted Remote Activity Controller provides all local vehicle or device control and event storage relative to PFN (Primary Focal Node) operation. It interfaces to any RF telemetry link, which may consist of a one or two-way paging system. More sophisticated links could be used such as digital cellular or PCS (Personal Communication System). Typically, a Remote Management System (which may be as simple as a single page, or as complex as a controlling PC or Server) initiates a TRAC function, such as an automated slow, stop and secure sequence or involves robotics including guidance systems more and varied speed control and/or any accountable aggressive remote and automated function.

The signal or paging command is received securely via encryption) and decoded by the TRAC. Optionally, a local display or audio speaker may provide local status of the TRAC function being executed, with appropriate progress tones, voice queues or displays to provide a local operator feedback relative to the progress of the function.

In performing the function, all activity controls are initiated by the TRAC and monitored by the TRAC from start to finish. This is accomplished through feedback sensors. Feedback Sensors may be electrical, mechanical, fiber optic, infra red or other technologies. Since the function being performed requires a high level of accountability and trust that the sequence was in fact executed properly, every step of the process is monitored through appropriate feedback sensors to attain the reliability and trust required. This positive feedback in the TRAC is the key feature which distinguishes the TRAC from other electronic or software controllers; making it a fully "trusted" system for the task being accomplished.

Additionally, all events and status relative to the function are recorded locally in the Local Event Storage Memory. This is termed the System Function Data. The level of redundancy in storage of System Function Data and the level of additional feedback and checking required in order to verify the Activity or function was accomplished properly, is directly related to verification requirements. These requirements may be regulated and approved by local or federal law, law enforcement or insurance agencies, World Bank, EPA, ICC, SEC or other regulatory agencies.

Interim progress of the sequence, activity or function may be optionally transmitted back to the remote management system through a 2-way phone or paging link. This may occur as the function is executing or may be programmed to occur after completion of the sequence. In any event, local,

redundant storage of the event is always contained within the PFN for subsequent or simultaneous retrieval of event information and proof for accountability purposes. The PFN enclosure and TRAC monitoring of tamper sensors guarantee the information has not been compromised. Also unique sealing systems further provide tamper detection. Other types of information along with the System Function Data may be stored in the TRAC Local Event Storage Memory. This auxiliary information may include digital or analog data not directly related to the function being monitored and executed, but important for evaluation and determination of liability, collection of evidence or environmental data. Examples of these include road condition information or surveillance audio and/or video.

IMPLEMENTATION TRAC implementation may be accomplished in many ways, depending on space or funding constraints and level of integration required for the system. A PC based system may be in the form of a desktop system, laptop or embedded system (PC 104) with a dedicated DOS or Windows based TRAC program, consisting of machine language, Basic, C, C++, Visual Basic, Visual C or C++, or other high level language which accomplishes the TRAC function through software control.

Interfaces to the System Under Control (SUC) may be accomplished through appropriate I/O cards, either analog or digital. PC compatible Modems or Cell phone interfaces provide the interface to the Remote Management System (RMS). SUC and RMS interfaces may be in the form of ISA, PCI, PCMCIA, VME, Compact PCI, Future Buss, or other commercial interfaces compatible with the PC-based system used by present technology.

More compact and custom implementations of the TRAC may consist of dedicated state machine controller implementations in which TRAC functions are executed through embedded firmware. These implementations may incorporate multi-chip solutions using EPROM or EEPROM interfaced to Arithmetic Logic Units (ALU), I/O ports and discrete memory elements a basis for FACT Federal Access and Control Technology where microprocessor and ever expanding memory circuits and devices are emerging. They may also be microprocessor or microcomputer based. A large variety of board level products are commercially available for such an implementation. Single chip or high density implementations might consist of Field Programmable Gate Array (FPGA) or Application Specific Integrated Circuit (ASIC) based devices.

These implementations may incorporate all sequencer, firmware, I/O and storage functions on a single device and would provide the highest level of integration and smallest size. Display, Video and Audio (Auxiliary Data) for the TRAC can be in many forms and types. These may range from analog systems, in which tape or other magnetic media store the analog signal, to digital systems in which data is stored on hard disks, EEPROM or RAM. Data format may be modulated through FM or AM, compressed, packetized or otherwise encoded for reduced bandwidth or for transmission over the Internet (packet audio and video). And even modulated over power connectors to save space and individual material component use.

This block diagram shows the PFN/TRAC systems interface of green vehicle controls and sensors on the left of the red TRAC module (e.g. is Systems On a Chip or SOC); It additionally includes, the remote wireless connections and extensive machine messaging network of IP protocols in blue on the right. The Diagram also indicates in vertical rectangles of dotted lines, two primary standardization areas. The one on the left requires a standard universal bus for the system under control requiring DOT, Vehicle manufacturers, CEMA, ITSA, and SAE at the very least. The one on the right requires a standards effort for all wireless communication applications. Without question, this will involve other government agencies and organizations including FCC, ITSA, CEMA, SAE and many other government agencies and organizations. Additionally, these standards efforts have to be coordinated with a third standards effort. The focus or aim being to set program parameters qualities and properties for an accountable mindful machine control center e.g. PFN/TRAC unit. Once again much of these questions and issues are covered in the writings for the PFN/TRAC System, but this is an area where government must lead. Most all industry is specialized and commercially alienated from each other. Due to the need to address specific market competition, many manufacturers can not adequately research how their products interact in different environments. PFN/TRAC was created as an organizational management tool so that these specific manufacturers can do what they do best in a more harmonious, accountable, and publicly safe way.

Figure 1A is a flow diagram that performs remote and automated controlled functions and also authenticate their performance. It is also a precursor or base operational system to operate more controlling management system in a socially responsible and accountable manner. In this patent application the major issues of freedom and privacy will be legally addressed with humanity's need for civil control and all will be held accountable.

FIGURE 1A1

This block diagram shows the PFN/TRAC systems interface of vehicle controls and sensors on the left of the center TRAC module (e.g. is Systems On a Chip or SOC); It additionally includes, the remote wireless connections and extensive machine messaging network of IP protocols on the right. The Diagram also indicates in vertical rectangles of dotted lines, two primary standardization areas. The one on the left requires a standard universal bus for the system under control requiring DOT, Vehicle manufacturers, CEMA, ITSA, and SAE at the very least. The one on the right requires a standards effort for all wireless communication applications. Without question, this will involve other government agencies and organizations including FCC, ITSA, CEMA, SAE and many other government agencies and organizations. Additionally, these standards efforts have to be coordinated with a third standards effort. The focus or aim being to set program parameters qualities and properties for an accountable mindful machine control center e.g. PFN/TRAC unit. Once again much of these questions and issues are covered in the writings for the PFN/TRAC System, but this is an area where government must lead. Most all industry is specialized and commercially alienated from each other.

Due to the need to address specific market competition, many manufacturers can not adequately research how their products interact in different environments. PFN/TRAC was created as an organizational management tool so that these specific manufacturers can do what they do best in a more harmonious, accountable, and publicly safe way.

FIGURE 2

It is important to remember that any structure designed to protect the electronic integrity of any interface and performs the described functions of a PFN as well as, provides protection for any of its essential peripherals to increase performance, longevity, durability or to increase reliable service, and/or to better perform accountable remote control like protecting a system like the PFN/TRAC system in any environment or from tampering fall within the nature and scope of this invention and all of the above related filings. This is and always has been a major attribute of this technology. To be either universally, and/or generally and/or specifically construct for the purpose of protection against any rough service environments and/or vandalism or tampering. (The demonstrator prototypes for high security will also have detailed drawings in this formal filing that will basically divide this technology into two product lines of capabilities determined by the type of communication technologies employed. They will be either one or two-way transmission capable. However, they may or may not both use the same containment structures or provide both forms of communication if so desired. They will once again utilize pager technologies, cellular phone technologies, and/or any other RF systems, as well as, light communications either independently or in combination, as has always been maintained throughout all of the related filings.) The only other governing factors will be the requirements of the host equipment, the desired functions or capabilities, and its operational environment. It is these considerations that will determine the physical protective characteristics and configuration of any specific PFN.

The other related patents incorporated herein by reference already detail pager and a cell phone PFN s for other commercial industries with less secure requirements. So many of the same innovations and devices will be employed in these high security protocols. Another exception is the detailed described development of greater signal security not just through physical protection of the PFN and peripherals , but also, accompanied by special electrical hardware, firmware and/or software TRACFACT that will handle encrypted conditioned signals generated from a PFN or to a PFN if need be. Also, in this formal application certain other circuits and/or electrical components will be specifically designed and/or chosen, because they operate well in high electromagnetic fields (EMF s) and/or electromagnetic waves EMW environments and/or radioactive environments. This will also be the case for many other hazardous or hostile environments (Application specific physical and electrical structuring of the PFN.)

In Figure 2 only the wall structure is discussed at this time as it will be constructed for specific applications. Ideally the wall will be constructed as a laminated or composite structure for the most cost

effective manufacturing, however, in the very specific security applications these wall components might well require specific customization and because of their limited markets increase the cost of a PFN. Ideally universal structures will be standardized in application specific areas to keep cost at a minimum.

200 is the thermal insulating center lamination between two walls, the outer 201 and the inner 202. This center as already detailed in earlier filings and can or will be composed of either fiber glass products, gypsum, fire gels (from diapers), solid smoke silica, mica, asbestos, or asbestos replacement products, Teflon and/or high temperature plastics e.g. polysulphone, all of which would either be adhered to 201 and 202 or merely sandwiched between the two walls. However, one product has been chosen for the experimental prototypes, and it is called "solid smoke" and is a product developed by NASA for the space tile replacement and is completely detailed in an earlier application.

Due to this center area 200 being a somewhat flexible fill insulation area between generally two solid structures a wire screen mesh, net, grid, or grill of metal properly spaced and constructed from metal products possibly copper, lead, etc. will be placed to block even more EMF \ EMW and/or various forms of radiation in special nuclear applications etc. To achieve an additional radiation screen. The mesh can be pressed or impregnated into this insulating composite section in the center of these two walls to add greater protection for the electronic products housed inside the PFN. This center can and will be designed to provide a soft seal when mated with another section of a PFN wall that will be resistant to the normal elements and harsh chemicals when end sections of 201s are butted up to other 201s end edge sections e.g. corners (the same for 202s) to provide another surface to seal upon, e.g., welding, resins, glues.

Manufacturing can also reduce cost by making three concentric boxes or containers of any application specific PFN shape,. One the largest out of 201s outer wall, 200s the second insulating section and the third and final inner wall box out of two sides front and back of 202s. A non flammable glue adhesive or solvent for the insulation section would be applied to the center section and the larger 201 box would have its inner surface chemically etched or conditioned to receive the pliable adhesive. And the outer surface of box 202 on the smallest box would have its surface prepared in the same way to receive the adhesive (if the surfaces are metal products). The protected cable access hole will be positioned to allow the trapped air to escape upon assembly of all three box sections. This leaves only one side to be installed with mating beveled edges which are both glued and sealed, e.g., welded. This last side or plate will contain the access panel with locking mechanism and hardware (physically and/or electrically controlled in most cases with special seals). And special consideration is given to any antenna and locking mechanism that is part of this protected containment with hard wiring routed with in the structure (these considerations are application specific with a lot of details in earlier filings) Three such earlier drawings with scaled back walls are detailed in figures 2A, 2b, 2c, 2d, and 2e. Figures 2 f and 2 g detail a special security seal around an access door.

201 points directly to the outer wall and this wall will be made of hardened metal products (described within) that resists physical penetration as a primary consideration. It also could be coated and/or covered on either side, and/or even be replaced by a penetration resistant plastic like Kevlar or other projectile and sharps resistant plastics Teflon, nylon, and, vinyl etc. (especially when the PFN is employed in exposed electrical service application with high current. This evolution of the outer wall is in keeping with all the earlier designs and claims to provide PFNs to all equipment and environments as continually claimed in all the related patents. However, this exterior wall in some applications will be constructed out of stainless steel and/or coated with corrosion resistant coatings or made out of plastic and given special textures or wire webs, grids or grills. that can also help trap EMF/EMW waves and/or radiation so as to block their penetration into the electronics housed within the PFN and/or any peripherals, if so determined by an application to require this type of protection. Once again any and all of these technical variations can be employed, with the consideration of the tradeoffs. Which are almost certainly to be cost vs. desired and/or necessary practical protection.

Through this entire description it is important to remember that any and all of these protective innovations may be employed, but final products will be constructed application specific and in the most cost effective manner for obvious commercial uses and reasons. An effort will always be made to create the greatest security for the lowest cost, however, the more secure, diverse and specifically sophisticated the unit and system is the greater the cost will be for any single PFN and/or the peripheral system.

202 is the inner wall which can and will be constructed of various different materials as already named in the last outer wall description, if so determined necessary by application specific criterion for any specific PFN application. It may as well be constructed of hardened steel thermally tempered to increase carbon content in the molecular bonds or a metal alloy composite product may be utilized with, titanium, tungsten depleted uranium etc.(this is the same for all hardened metal applications for the outer wall as well). The inner wall could also be completely constructed of solid lead to create a final protective inner seal against radiation. Or a composite plastic already listed for the 200 and 201 parts with a EMF/EMW wave and radiation screen as already described for 200 and/or 201 parts. Once again these could all be used in a laminate of layers or any one could be singled out for application specific priority to control cost. There are also recommended protective handling specifications put out by the federal government and industry for the best modalities to deal with and handle hazardous materials e.g radioactive, chemical, bio and medical waste, EMFs, high electrical currents, etc. All the materials used and the manner in which they are used will be developed for the PFN prototype construction with full consideration and compliance with these recommendations and regulations to insure that this technology will be in line with any standard set for any application.

203 shows the thickness of the entire wall, which is once again application specific and will vary as a general rule, but also as a general rule the different PFNS will be designed to be as universal

as possible in shape, size and structural composition. The individual walls 201 and 202 may vary in thickness as well as the necessary thickness of insulation . All of these considerations will be application specific. For example in the automobile industry and normal civilian use the protective structuring can be scaled back to a standard that does not require the kind of protections detailed for high security to meet an acceptable standard. This will be true for all applications. They will individually have to be structured to meet the requirements of the application.

204 points out that the PFN will also be structured to be actually part of the host equipment physical structure in some security scenarios and in this case the system would have to be secluded and require limited and/or controlled access if it were to have the appropriate military value. It would be structured to assert final control over a piece of equipment but its influence would be undetectable and/or camouflaged to a large extent and above all extremely difficult to access or terminate. (these systems are reserved for special disclosure and development)

However, in many cases the PFN will be used to house and protect the host programmable controller (HPC) in the drawings 4-5-6 next to the mini computer contained in the PFN . These functions will ultimately in many cases be integrated with the obvious advantage being consolidation of the vital functional controls of the equipment integrated with partial or the whole data storage, remote control technology with the necessary security components all in one secure spot in a plug and play modular or card form and operated by TRAC software. Which can be physically displaced for an immediate disablement and total secured piece of equipment if so desired. But only by authorized and authenticated entry if this is a feature or capability so desired. Of course any portion of these electrical components can be given this same plug and play capability if so desired. Because this Protected PFNTRAC system & structure which is a protected physical electrical interface center of such wide base use and application ranging from high security, hazardous environments and military applications to standard civilian use a third standards effort will also be necessary involving agencies like NEMA, DOT, DOD, Highway Safety, and professional organizations like CEMA, ITS, and manufactures to decide on the application specific PFN containment wall structures that will be manufactured and/or added to any and all equipment to provide legal physically protected areas to monitor, authenticate, record and perform remote control for each of the varied applications. All the base components ,elements and their properties and qualities are addressed in this application and the related applications. And as is true with all the components in the PFNs the PFNs them selves can be also exchanged to meet either more or less demanding environmental and application demands; e.g., The government purchases a standard automobile that is going to be used in a high security installation or hostile environment like an Embassy. In this case the PFN structure will be explosion proof containment and un-penetrable by projectiles and EMFs etc.

FIGURE 2A

It is a figure from the original patent and it illustrates a one-way pager PFN\TRAC containment with its protective encasement. Because there is a need for many cost effective receiving devices for the MMN. This one-way pager system was created to perform the local accountability proprietary vehicle shutdown PASS as a cost effective modality to be added on to cars to aid law enforcement end high speed chases. However this system can be used to remotely control in an accountable manner a piece of equipment when connected up to the appropriate activity controls that either interface electrically or perform push\ pull and/or rotational operations to control virtually every piece of equipment through automated and remote control.

2A01 is a manual lock for the PFN and these can be at any quality desired. It also has an electrical connection to be use in arming the device. 2A02 is the memory storage in this case audio recordings and a flash memory of operational data (Sony's memory stick 8 megabytes a piece). 2A03 is using a stamp processor as the controller . 2A05 is employing OCR systems however Motorola has many COTS products that can hook up with direct connections and all are covered in the related patents. In fact this entire system has been well detailed in all the related patents. Originally this drawing appeared in the PCT/US97/121516, and in that PCT application the wall structure was described as one solid plate of Abrasion Resistant steel. This was being used only for the purpose of restricting unauthorized access to the protective interface compartment for the unique purpose to slow stop and secure a vehicle in real time. However in this application the space between the lines of the wall structure I am redefining to represent any necessary variation of the double wall structure as detailed in figure 2. Also the manual locking system could have the special thermal plastic seal in applications requiring this type of security measure for societies institutions to authenticate its functions and records. And finally this PFN containment for the COTS Pager could be constructed for any COTS RF equipment receiver and/or transceiver and/or wireless phones, e.g., cellular, analog, digital, cordless etc. and/or constructed to protect any interfaced integrated system that comprises communications/modems/ locating equipment/processors/memory/critical connections/emergency or supplemental power source.

Figure 2B

Displays two variations on the billing box accrediting system and the credit card devices and phone devices that have been innovated for these purposes. Primarily the billing box was designed to be an add on unit or after market device to collect a fee for use of a vehicle, e.g. rental cars, taxi cabs, buses, etc. Part 2B01 is either a standard credit card, ID card or any other information card that one wishes to use to enter information to the billing box (PFN). However with the price of the smart cards being greatly reduced; this device is not just designed for the regular magnetic strip cards as has been described earlier, but is designed to stay current with the more sophisticated cards, as well as evolve with other recognition systems e.g. finger print and voice and pupil identification systems. Of course

the data retrieved from these magnetic cards can be recorded on board in the billing PFN as well as transmitted back to any network gate way computer communication terminal that can make the necessary land line connection to any credit check procedure and mass banking management storage for accounting purposes and records. And when this is done through a Billing box or PFN and TRAC system it is a commercial service product of the invention. TRAC can run the Bank card/Stock Exchange Transaction products and algorithms via the commercial 128/64 bit Encryption or web transaction products . And/or utilize the COTS banking products and protocols like NCR systems for ATMs. These transactions will be provided memory storage for personal accounting and verification to the financial institutions as proof of payment. PFNs will be every where and all those with ID systems PIN number and key pads, finger prints and other forms of personal identifications will allow for any personal payment, authentication, and/or verification of transaction virtually anywhere.

Part 2B02 is a cell phone handset configured with a forced card reader slot and sensing head to accept the card in the track or slot and extract the stored card data on the magnetic strip to produce an electrical signal that provides encrypted encoded data to a converter circuit that has a processor chip with a firmware algorithm that can compare and prepare the data into discernible language equivalents. Or after the card reader prepares a signal one of the PFN mini computers will process the signal and/or encrypted and encoded data through software programs running in the TRAC software e.g. CEW Commercial Economic Web transaction products either proprietary , Governmental, and/or Commercial Off the Shelf products either past and/or present or any newly developed algorithm with higher security. With the use of the cell phone handset configured with the card reader and slot the lower bill box could be configured with out a key pad. It would be possible to use the phone hand set key pad to give pin code and/or input data to the PFN box for the most rudimentary communications. Part 2B03 is a standard key pad that can be used to communicate with the bill box when connected and interfaced with any the invention's computer and supported with the proper interfaces and software and/or firm ware. Part 2B04 is a multi-bus bar connector universal with 29 contacts so that it can support any system/device entered into the bill box. These were earlier designs. And this earlier design will probably not be used and will be replace by the multi bus system IEEE1394 or the universal bus and/or any IrDA interface. Or completely replaced by the universal plug and play uni- bus as described with its essential properties and qualities in this application and all earlier related patent applications no matter what transmission medium is utilized to complete the tasks. So these earlier mentioned COTS connectable systems converters and/or interface circuitry will always be relevant; because the base PFN/TRAC system or the invention is designed to provide forward, backward and present engineering to be a complete universal plug and play physically protected accountable interface that provides accountability to real time remote and automated control and management functions, for all vehicles, equipment and machinery.

In the past and present Part 2B05 represents a quick connect end on one portion that will

make a pigtail to connect with any combination of electrical connectors on the other end of this second portion, e.g., computers, any electronic connections, radio or automobile. But in this case it is depicted in the drawing as e.g. RS232 part number 2B06. The other short pigtail is part number 2B05, of which there may be 5 to 10 in quantity or more, that can easily slide back and forth to allow many varied positions for the different devices and the space they require.

As mentioned earlier, hardware connections could be made with Commercial Off the Shelf devices in the box or by infrared com-port connections and/or a new and unique total plug and play uni-bus interface, that will be detailed in this patent application as to quality and properties and elaborated on as to the most favorable modality but will ultimately be designated and prescribed physically by a standardization effort involving government, commercial interests and public and private organizations. However this universal interface capability has always been part of this invention from the first patent application in 1996. The invention has always called for a Protected electrical interface of controls, communications, processors, with accountable records to provide an organizational platform for all electronics on a host piece of equipment. Basically, the PFNTRAC system is this control center interface with total accountability for any and all electronics on a host piece of equipment, whether it would be a vehicle, a piece of stationary equipment or any machinery, and/or an environmental sensing system, which would and/or could provide the appropriate data to any and all in the appropriate manner to develop public trust, while simultaneously protecting individual anonymity and/or privacy in an accountable responsible manner with and through the qualified appropriate authorities in such a manner, that the legitimate legal tort system could illustrate and use this properly gathered accountable evidence of any and all real-time activities to either properly defend or prosecute on an incident and/or individual as fairly and respectfully as possible and needed.

Another uni-bus system described earlier is the segmented infrared bar that can be aligned to any device's infrared window to communicate with the invention's control circuits. Also there are varied but designated power connections to supply power to any device by priority. Once again most all devices presently will be configured to IEEE1394 USB connections and have their drivers and software supplied by the manufactures to quickly install almost any desired system as easy as buying a product peripheral for a personal computer. This is one of the main reasons for the timely presentation of the invention.

After the devices are installed and connected, foam pad shims are placed between the different devices to quickly secure them in a protected stationary position. The dotted lines show adjustable bin space for the user to plan their own devices. Part 2B07 is a mouse ball that one can use to run window type graphic programs either displayed in the unit display 2B08 and/or any larger display within the field of view for the driver, either LCD vacuum tubes e.g. VGA flat screen, or the new hologram wind screen in the newer cars (e.g., Pontiac Grand Prix). Part 2B08 is the unit display, part 2B09 is an emergency power pack, and part 2B10 is the secure bill box. The structure of the box has been

described in the best mode of carrying out the invention in all related patent applications. As to any specific wall structure and insulated characteristics and modalities will be modified and/or configured in many different shapes and sizes as are deemed necessary and appropriate, and are already exemplified and detailed through the extreme variations in all the related patent applications. However, as stated earlier the third standardization effort called for and detailed is for the physical protected structures of these PFN/TRAC electrical connecting interface /system. Meaning all boxes, coverings, enclosures, protected couplings, specialized signal converting circuits that are clearly developments of the invention, which are all utilized in the secure PFN electrical organizational platform.

This particular device (the invention) has been designed specifically to be an accountable interface for electrical communications to perform robotics, and/or aggressive remote control; and to provide accurate and responsible data both in anonymous and accountable formats for the public in real time through Internet links and web pages as part of a massive Machine Messaging Network (MMN) which through the PFN phone, RF and paging Gateway nodes connect with the (WWW) either through private networks or commercial networks, public or private web page gateways (big or small) to web as Internet providers and commercial servers.

This figure was originally drawn for the Cab industry and is designed to be an add-on device for older equipment. Any of the PFNs can be configured to handle CEW Commercial Encryption on the Web, which in many cases will be provided by the bank card companies and the payment industry as their COTS payment industry products to conduct business through the PFN TRAC software hardware as a CEW application. These transactions are accomplished through the detailed com links, which are created to handle these financial high security data applications and deliberately provide the necessary protected secure accountable electrical platform that is both physically and legally protected and mandated on all pieces of equipment as part of any standard, legal statute, rule and/or legislation.

TRAC is designed to handle 128 /68 bit. This is sufficient for present requirements but the invention is designed to stay current and incorporate any newer technology that can handle greater data and process it and maintain it in an accountable manner incorporating the necessary security standards and all standards as the aim and goal of the invention to maintain a secure and protected primary focal node. As part of the nature and scope of this invention, this invention will incorporate any and all such technical improvements and advancements that better provide data acquisition for man and machine as well as improve controls and management of PFN equipment and machinery, for real time control, accountability and/or management, of the machinery, and environmental sensing, including effected infrastructures, the economy, normal commercial transactions of society, and maintain the best accountable protection and respect of the individual as part of PFN primary function.

FIGURE 2C

Shows a picture of a dash board in a traditional sedan. Just right of the steering wheel is the PFN and it is depicted as a box with a personal computer slid all the way out of the containment with

the lid or screen display opened so that the driver could use the computer screen with a GPS system like DeLorme running to receive automated directions to an address she/he was unfamiliar with. Below the computer and the secure lock up center section rests a cellular phone that has its phone modem connector coupled to the heel of the phone and directly to the right is a second communication device a pager that is also coupled to an optical scanner in this case as was described in the first patent. The lock up 2C004 in the center can house permanent invention computers and storage records plus GPS and any communication devices that are desired on the vehicle all the time. This lock up section is only accessible by authorized personnel in the most ideal situation and hopefully mandated by law. This section would house the PFN invention computers and in the place of an on board personal computer there would be an LCD screen that could display map graphics if need be, through the on board computer systems. This is only one basic configuration for a PFN and the system could be re arranged in any number of ways.

Now for a more specific parts description of the individual parts numbered. The square boarder with circles inside is the walls of the PFN case. 2C001 is the outer metal case plate which can be up to 3/16" thick made out of AR metal plate to resist penetration or drilling. 2C002 is the inner metal plate up to a 1/8" thick and it is made of the same AR plate. 2C003 is an insulating product and there is two that are being used to construct the prototypes. One is "solid smoke" a product developed for the space shuttle and "Geobond" a gypsum product. None of these products or specifications should be considered the only way to create a secure PFN containment to fulfill any part of the nature and scope of this invention. The thickness of 2C003 the insulating section would not exceed 3/8". 2C004 represents one kind of lock cylinder like those used in safety deposit boxes, however, not made of a soft metal like brass. From 2C004 can be seen two flat bars that go out past the inner plate 2C002 where they pass through a solenoid catch mechanism that when it is de-energized will not allow the bars to pass out of the front edge of the encasement. 2C004 in the center can also be opened manually with a key. once again there are many manual and/or electrically automated locking devices that could be utilized for this same purpose. In fact in a later drawing in this application figures 2f and 2g depict a proprietary locking seal system that uses a thermal plastic seal and seal stamps to better assure that the protected areas of the PFN containing either vital components or sensitive data have not been tampered with.

In Figure 2C, 2C004 is displaying the bottom compartments access panel swung open on a piano hinge part number 2C006. So the view is displaying the back of the panel so bars can be seen and that is why they are depicted as solid lines. Behind 2C004 lies the secured section which is represented with dotted circles because they are located in back of the bottom access panel in the open position. If the center section is the designated section to handle or store the legal storage electrical components it will not have an electric lock release or it will be disconnected to only allow for the proper authorities to remove this data or component parts. 2C005 is the bottom access door in the

closed position and that is why the bars are depicted in dotted lines. Once again 2C006 is a piano hinge and is a part on each of the three sections as a point of articulation for the panel door. 2C007 is the standard glove box that can either be used or discontinued to allow for other rerouted accessories: HVAC vent, duct work, plenums or blowers motors, etc. 2C008 is the SIR compartment which is the sudden impact restraint or the Air bag. With on board distance sensing for front and rear as well as even side surveillance of the environment any impending impact would be sensed and automatically withdraw any opened draws in use into the containment which would allow the aesthetic skin panel/drink holding table to spring return to a closed position. If the drinks were in the table with the table in the down position all 3 access panel doors would be closed and secured. this would be accomplished by electric servo motors or vacuum motors or cylinders or diaphragm systems for speed. Also the electric cylinders could be used, e.g., "Memory metal cylinders". At no time would the center section or a part of the center section be open to the cabin during operation as this is the protected black box storage area. Of course these configurations are flexible and the designs can vary greatly, but when a permanent area is chosen it has to remain inaccessible till the proper authorized personnel supervise any reconfiguration, e.g., certified service personnel that have to enter their service identity credentials. Otherwise a customers insurance company must do the same or support clerical personnel for the police or department of motor vehicles.

2C010 is the pager as earlier described with an OCR scanner on the front however any interface and connector system could be employed in the PFN. Also Motorola pager processor "Create a link" could be utilized here and even as an effective processor in the center section that is closed for the ultimate secure service functions as another COTS computer communication combination for the inventions control center. 2C011 is the standard cell phone with a connector modem, which will be wired through the trays to any of the on board computers to receive and transmit data to any system in the PFN or connected to it. 2C012 is a specialized tray connector made by or for the personal laptop computer that will provide all or any of the desired physical connections to interface the computer to the host vehicle or any other peripherals or to net work it with any other primary computers. The holding and securing tray will then couple to the sliding either motorized or powered by vacuum. And so the electrical connections to be functional here it will have a controlled flex cable to 2D103 the central buss channel or channeled or race way where it will route wiring up and down inside the containment.

Once again, these connectors are past and present COTS devices and in figures 6a, 17, and 19 of this application the universal plug and play buss of the future is detailed as to what necessary properties and qualities will be needed to develop a standard. Also, many functional modality options to accomplish this uni-buss standard for the automotive industry and basically for all applications are detailed in these same figures and in all the related patents to create this accountable protected and secure interface for any and all electronics on any one piece of equipment through this PFN structure

physically and electronically interfaced through TRAC.

This figure is a possible configuration showing an open dash compartment that holds personal items like a lap top, cellular phones and pager. These devices are connected, interfaced and managed through the PFN/TRAC System which runs operational driver assist vehicle software or a Collision Avoidance system. The center lock up section contains the local PFN/TRAC System with protected memory to make this interaction accountable. The screen pivots down on the laptop clearing the essential field of view for the operator. This drawing is only meant as a possible concept. Manufacturers, joint R&D and standards will develop the most suitable universal PFN/TRAC configuration and display system for each vehicle platform and model. However, standards will be written to set guidelines. An additional standards effort is also needed for the carry on electronic device makers; so they can construct their connectors and interfaces according to this in vehicle central interface and accountable management system. In the PFN/TRAC writings, these systems and requirements are in much greater detail with a wide variety of modalities covered.

Additionally, important to DOT is that PFN/TRAC technology addresses the basic requirements and social issues to help focus standard efforts to develop a local accountable management system for Human-Machine interfacing HMI in all vehicle platforms including air craft. PFN/TRAC/FACT system further organizes and develops an accountable machine messaging network for DOT. The system will aid in predicting travel difficulties by region and central monitoring. Then manage situations by coordinating all transportation activities and routing. Sometimes through remote control, robotics, and other times by interfacing with humans. PFN/TRAC System is a method for society to accountably manage vehicles, machines and equipment from cradle to grave. It can value and monitor their use and impact in real-time and control them anywhere in the country if need be. This technology is a viable and good system for DOT to keep pace with our future U.S. transportation needs and to organize commercial/Technical development at the same time. PFN/TRAC can help DOT provide quicker solutions to public safety threats while traveling.

FIGURE 2D

Figure 2D shows two more structural detailed views of the secure box or PFN in the Dash. The top view is of the back of the box cut off so the components can be viewed. The top shelf is showing a laptop with all its varied connections that have a performed shelf designed to supply the necessary connections directly to the laptop connectors. There also is a tube or channel part 2D103 running from top to bottom in the back of the case in which all the shelf connecting leads are channeled together and all the appropriate connections have been secured to the devices in their shelved trays. This same tube works as an antenna galley and channel to house the control buss of wires to the out side of the secured and protected PFN . These wires are protected in a armored flex cable like the one described in the first patent for the protected beeper.

When 2D103 doubles also as a antenna galley in the back of the PFN and for the full height of

the containment the outer metal plate part 401 is replaced with a strip of Amoco's polysulfone thermal plastic 2" thick 1 and 1/2" wide strip which runs the height of the box some 9 to 10 inches long. This thermal window is provided in the back of the PFN to make it very difficult for anyone to tamper with these vital circuits and to also allow for a signal to be received when the COTS products patch antennas are not sufficient and they have provided for an external antenna hook up. And, as also mentioned earlier, there is another option to provide for reception in the protected containment to receive any necessary signals through using the same polysulfone product and creating port holes for the necessary signals to enter into the protected containment to reach the standard COTS antennas e.g. patch type, but also provide protection from heat and fire. And of course these port holes would be located in hard to reach areas.

The bottom box illustrated in figure 2D is showing the lock access panel doors with a piano hinge 2C06 for this sturdy structure. This 1/8" thick access door is made out of stainless steel and numbered 2D10 in figure 2D. As mentioned earlier along with adding an additional way, the access doors 2D10 can be opened in three different ways, one with a key in two places as displayed in figure 2D, another as described in figure 2C with the throw bars out to the electric solenoid catch mechanisms and there by finally opened by electric solenoid release triggered from the inside program software of the inventions on board controllers which is reliably energized by the emergency batteries inside the PFN; including the electrically controlled and activated proprietary seal detailed in figure 2F and 2 G of this patent application. The two key systems would also have the same solenoid lock release system electrically. These access doors automated locks and tamper proof seals are finally covered by an upholstered and padded dash plate / drink holding table numbered 2D07 which is illustrated in the down and open position and appears as the end view of this dash plate / drink table. The front is molded and formed to create a uniform appearance to the dash board and through a ribbon connector can provide connect-ability to any and all necessary switches for manual electronic controls as a compliment to verbal commands to control audio sound levels atmospheric temperature augmentation lighting and/or driver assist systems to greater enhance safety, luxury and security. This aesthetic dash front may be constructed by covering the compartment panels with cushioning and traditional interior upholstery coverings like foam and vinyl and not having the drink top dash panel.

However, 2D01 represents a molded rubber gasket that is grooved to accept the dash control plate(w/ ribbon connector)and/or /drink table in the closed position. 2D02 is the two sided lock placement cylinders if this type of lock system is employed. And 2D11 depicts the electric latch plate and solenoid assembly that receives the lock bolts from the keyed cylinders. 2D05 is another piano swing hinge for the table / dash cover plate. 2D04 is a coiled spring that returns the dash plate when all the drawers and/or trays are retracted. 2D06 is a shelf roller that can be slid into any number of slots in many places of 2C01 the inner wall of the box. These slots will either accept a tee ended fastener that supports these shelf casters or rollers or it will allow a compartment plate or separating partition wall to

be slid down the slot. These compartment shelves or rollers can be moved or exchanged to create any number of configurations, however, the trays will be standardized to certain sizes that will be customized by the manufactures to accommodate their products. These separating plates have lock blocks that have drillings with 10/32" screws that will thread into tapped receiving holes in 2C01 the inner wall. 2D08 in one of these partitions. 2D06 the rollers have a screw that can be tightened to clamp the tee device against the inner wall skin- part 2C01. 2C12 is the personal lap top in the top shelf.. 2D09 are more trays that ride on the rollers. These trays presently are designed to either be half the size of the PFN or to go all the way across the containment. This is not the only design for the movable trays and adjustable flat compartments and should not be considered so, but this design is being proto-typed presently. Any protected containment or interface that is structured to coordinate and control remote functions on a machine all fall within the nature and scope of the invention.

FIGURE 2E

Is only one suggested example of many possible commercial tray component layouts and integrations for the PFN/TRAC/FACT/CEW /MMN/WWW and in no way should it limit the claims of this inventions PFN to any secure protected accountable electrical interface structure on vehicles machines and/or equipment.

Figure 2E tray modality is a plug and play component design, which claims a total physical and electrical protected interface for all electrical components as well as accountability and integrity checks to insure inventory of the systems components. This inventory integrity check is accomplished through a role call dialog with each components FACT chip and the PFN computer. The running TRAC/FACT program on start up will seek out all components at last shut down and handshake with the components FACT chip to compare ESN and other vital data with last operational record stored. Any new devices or components will have a hand shake and/or identity check and the PFN computer will request the operator through any available display or audio verbal commands to install any installation software disks in the appropriate drives to create the appropriate drivers. At this same time the operator may be requested to provide registration numbers or pin numbers to activate a legitimate device. The PFN will at this time call the National Registry to check the component out . This registry will have manufacture information crime data and national security alerts and public safety warnings at the very least. This Federal Access and Control Technology FACT part of TRAC PFN software will be detail much greater in figures 16,17,18,19,20 and ,21 . Presently this figure is devoted to the physical lay out of components and COTS devices

This figure depicts 3 possible drawers configurations for a possible application of the secure box and/or the PFN systems. The top draw houses the laptop computer 2C012, the bottom draw houses the power pack batteries 2E01 and 2E02, the transformer 2E13 and the inverter 2E03 along with power supplies that are varied power taps 2E17 for the COTS products housed in the PFN. And the center drawer houses all the essentials to complete the necessary function for the PFN. It has a GPS 2E16, A

Cell Phone 2E05 a Pager 2E09 and a small PFN computer or controller 2E11 and a data storage MO or re-writeable CD's disk drive or harddrives or memory sticks 2E12. With the drawers and compartments 12.5 x 12.5 x3" all components easily fit into the three drawers.

The top drawer 2C012 is showing the multiple fittings that would be molded into the tray and not visible as a end view but instead shown here as a top view. In most cases the manufacture would not have to outfit a tray and probably would not do so for all the possible connections for the laptop. However they are shown here and mentioned as all being possible. Reading from left to right the first connection would be for 14.vdc as a power input for the computer and is supplied by the bottom shelf tray from part 2E14. On the top shelf again the next round circle to the right of the DC power connector icon the PS2 mouse or keyboard connection for an external mouse or GPS 2E16 connection in some cases. The next comport is a 9 pin serial port and the following one is a 9 hole additional monitor port. Then the little square is the infrared communication port, and the very next one is a parallel printer port 25 hole LPT1 port and the last one on the left is the a USB communication port and most likely the one that will be used with any peripheral hook ups in the box , however any of these connections might be used for any number of interface connections and it is possible that a laptop manufacture or secondary provider for the trays may outfit any and/or all the communication ports with a service connector in the tray. Ideally the placement into the tray or cartridge that is affixed to the rollers and rolls it self or is placed on a shelf and does so . In any case the tray or cartridge for any peripheral will instantly plug up to the laptop or other device when placed and secured in it. This would replace any need for thumb screws to complete any required secured connecting unions. And would accomplish a plug and play modality for rapid deployment into a PFN's electronic array of accessories as a compliment to the full complement of the inventions electronic devices and innovations housed in the PFN and supported by its electrical interface. These have been detailed earlier and their exact configuration will depend on how much the OEM of the host machine will provide in their PCM controller options and/or accessory's control options. But as was illustrated earlier the components to provide all the stated services are available through the inventions technology if need be. Of course this is going to be greatly enhanced with all three standard efforts detailed in this patent application and all the related applications since 1996 for all the automotive manufactures and other industry specific manufacturers of host equipment and all related government agencies e.g. FCC, DOT DOD & FBI and professional organizations e.g. CEMA, ITS etc. However, even with this present diverse state with all the proprietary couplings and connectors today this PFN / TRAC system has addressed most all the possibilities to create an accountable automate and remote control and management system for any host piece of equipment with present Commercial Off the Shelf Products (COTS) and to keep the PFN current with all the technologies merging to provide accountable aggressive remote and automated control and management systems.

The middle shelf or power tray as designed for this prototype will have two batteries one a

12vdc part number 2E02 and a 6vdc part no. 2E01 and these two batteries are wired in series to create 18 volts, which are wired into the primary windings of the transformer 2E13 that provides multiple current level taps or solid state regulated chip circuits to energize all the varied COTS products in the PFN. These prototype voltages are 1.5 vdc, 3.vdc, 6 vdc, 7.5 vdc, 9vdc, 12 vdc, 14.5 vdc. 18-19.5 vdc and also because in many cases people will enjoy being able to plug their computers right in 2E14 is provided as a transformer and rectifier or converter and tied directly to the primary coil of the transformer 2E13, 2E03 receives its power from a 120 vac circuit that is created from the host vehicles 12vdc supply of 6 amps and the PFN battery pack energizing an inverter of 250 watts 2E03, which also supplies 120vac to a plug prt.#2E14 in the front stainless steel access plate for other devices that people might need 120 volts AC, e.g., small heating blanket, coffee pot and/or hair dryer.

In the second draw 2E07, 2E08, 2E14 are OCR optical character recognition scanning devices and they are wired to a micro processor so that the unique digital signal from a scanned alpha-numeric image on any and all of the devices that have LCD displays, e.g., GPS, cellular phone, pager and respond to any appropriately addressed message with the proper preprogrammed response as described in the first application.

This scanning interface is only one example most all the of these COTS devices have their own interfaces to allow them to communicate with any onboard computer they are connected to, e.g., serial or TTL, etc. And any of the IC components would be all part of a circuit if it was in the secure lock up as a mandated circuit function by law. 1206 is a connector for a cellular phone. and on the back of the tray are a number of different sockets for data transfer cables to the 503 wire race or cable channel that goes from top to bottom in the containment.

In the back of the middle drawer part number 2E15 indicate a lock partition wall in this prototype and behind this wall is where the PFN controller/computer 2E11 is along with its' data storage system 2E12. Note: if it is necessary to use two drawers to provide all the elements of a Protected Primary Focal Node such as is the case in this illustration both compartments will be sealed and securely locked to prevent any tampering or damage. In this case the 3rd draw and middle power tray would be secured in this fashion.

FIGURE 2F

Along with many other secure sealing mechanisms this technology provides an additional security feature for the PFN secure on board memory as well as, any other necessary electronic parts, e.g., communication equipment processors, memory locating equipment and emergency power to complete all PFN operations. This is a electronic certification seal system: Figure 2F is utilizing one thousand series numbers in all related patents because it uses the trickster circuits relay systems to activate the heater wire to release the seal to physically enter the safe box memory containment section of any PFN TRAC system certified for record keeping of any kind for accountability. The trickster circuits are a unique proprietary micro relay signal system that generate a specific signal via a micro

processor and com link to inexpensively create an artificial signal that triggers a specifically desired response from a preexisting control system and its standard circuitry.

2F10 25 is the security relay switch and can be a silicon relay with a gate lead 2F1033 or a standard mechanical relay where 2F1033 would be one of the leads to a primary coil the other terminal would be connected to the opposite pole in this circuit. 2F1026 is a wire or thin piece of conductible metal covered in a substance that will melt when heated to 300 degrees F or something less (application specific) the prototypes will use a product call polysulphone which is a heat resistant plastic. The inside of a PFN should never reach this temperature as it is insulated .2F1027 is the plastic well anchors for the seal with galleys to accept the liquid plastic during an authorized installation of clean memory and the removal of a un-tampered memory component. They are positioned structurally around the access door and are stamped with an registered ID number for legitimate access to this compartment. 2F1034 is the negative terminal and can be provided a contact terminal or wire to ground in the automotive applications. 2F1035 is the positive lead and it too can be provided a terminal or wired to a fused positive lead with the appropriate hard wiring and fuse amperage. 1030 is the negative power lead and 2F1029 is the positive power lead. 2F1031 is the processor and can send the appropriate signal to the gate circuit out fitted with a 2F1003 trickster circuit that is resisted to a set signal, or the processor can energize the other side of a mechanical relay 1025 and there by turn on the current and melt the plastic seal. Or 2F1032 can be used to send the correct electrical signal to switch the security relay 2F1025 and its resisted trickster circuit also energizing the seal system separate of the processor in the event the processor has been compromised.

Figure 2G

Is a physical view of the PFN secure area for memory storage. This drawing does not depict any specific guarded area . it is used to show the physical locking of the access door and the seal going around through the anchor seal wells 2F1028 SA. 2G1036 is the physical lock throws through the side of the PFN. These can be operated physically and/or electrically if so desired. 2G1037 is the key slot cylinder and this cylinder can be constructed like the new ignition cylinders and outfitted to read a resister chip in the key to activate the SR or switch part 2G1025 in figure 2G and melt the seal the seal 2F1026 that goes around the entire access door and passes through the SA anchor seals. SG1038 is the secure box itself. So there will not be any misunderstanding the PFN box can provide interfacing protection and security to a lot of electrical components and personal property items, however, the memory storage and any circuits responsible for TRAC routing or PFN/TRAC completed operations will be provided the highest level of security and protection. These components or linked devices will be electrically secured and physically secured in the certified or sanctioned area with locks and seal to protect the memory at a level that can be used as legal evidence and to insure a tamper proof environment as much as possible to maintain credibility for the data stored in memory.

FIGURE 3

Shows the two basic PFN communication modalities, which are being developed as prototypes. There will be one-way transmission devices (basically pagers and RF receivers, including an accessibility to any responsive broad band scan function for the standard AM and FM car radio receiver as well. With a radios standard seek and scan function initiated by the TRAC PFN software (FACT for example, through this connectable interface) allows law enforcement to give remote commands through the PFN TRAC processor to perform this technology's PASSS and PAGSSS shut downs and securing of a suspect vehicle. This can likewise be performed by the pager system or any long or short range RF receiver or transceiver on board that will be applicable to the circumstance. With all receiving equipment interfaced through the PFN and controlled by its computers the PFN computers can query any receiving unit for specific addressed FACT commands given to its PFN ESN or the host equipment's ESN to all legitimate law enforcement and the proper authorities many communicative avenues for long and short range simultaneous control of a suspect car or out of control vehicle or piece of equipment

Basically, however, in figure three there will be two levels for the two-way transceiver devices. One in the US employing the two-way pager systems developed by Motorola. (the reflex products and protocols) and the other more sophisticated using wired telephony technology and/or wireless RF equipment and/or Cell phone technologies. The varied peripheral capabilities and containment or extended physical protections will be application specific and determined by the modalities used to interface the necessary components to provide an accountable PFN system to comply with any standards effort and current technical development.

PFN structure shape and size will be governed to some extent by the hardware employed. Some exterior containment might be the same for one and two-way pagers and the same for many of the solid and/or integrated circuit evolutions and combinations. The containment will house the standardized TRAC\FACT Software in a processor and/or any and all accompanying IC chip sets for pager cellular phone, RF circuits, and GPS. And/or interface any current COTS communication products or devices through the modalities detailed throughout all this technology's related patent applications. This versatility will be replaced with universal interfaces, components and structures as a progressive accountable focal node for all automated and remote control functions as are created for these specific applications and in the areas on mobile management, home management, commercial management, and control security technology.

The drawing also illustrates monitoring, remote control and/or management systems from the local level to the global level. This figure is utilized in other related applications 202 and 300. The 300 network displayed at the top of the figure three is the basis and structure for 1100 and 1200 series monitoring and control systems. This networking can support this technology's "green eyes" and "spider eyes" programs at varying levels of public involvement and acceptance with varying levels of

security, either as part of the Internet or in part as isolated networks interfaced and protected behind fire walls from general view on the Web if so desired. The data and its use will be determined by the public, its governing bodies, processes and agencies to set the appropriate rules, regulations, laws, specifications, codes and standards, for any Internet and/or world wide web engagement and the equipment use. However, this machine messaging network MMN interfaced with the web WWW and utilizing the detailed communication systems of phone nodes, modems RF equipment interfaced with gateway computers can provide all the secure connectability for servers and providers to commercially full fill all the above detailed primary and sub programs desired to be run in a PFN TRAC\FACT\CEW software programs in a module form or in any manner prescribed by any and all governing laws, rules and regulations to insure accountable remote and automated control and/or management. In the top local section 108 or 1208 in the 300 patent application is one remote storage but a plurality of memory storage is possible and probable in many applications throughout any of the networking.

The figure also shows all the qualities and peripherals, as well as, the security systems for conditioning any two-way transmissions. There is many encrypted COTS products to condition a data signal, and this technology will attempt to accommodate any and all hardware embedded software, and software encryption programs as possible to provide greater commercial and security options for any signal from a PFN. The many products will be named in an appendix to this application and this technology will do everything possible to cooperatively develop joint ventures in an effort to expand this technology and others to increase world stability through good management of the socioeconomic environmental interaction between man and machine. Humanity will still be the governing control over the PFN \TRAC\FACT\CEW systems through its evolving nation states however, it will be provided more accurate and real time data in an organized fashion to aid in the appropriate real-time decision making process in the future development of humanity in a more harmonious mode with itself and this earth.

Directly below the monitoring and control net work are two dotted lines representing wireless transmissions. The two directional dotted line on the right represents two-way transmissions and has the letters DES on the left side which is an abbreviation for Data Encryption Standard and PGP on the right which is an abbreviation for Pretty Good Protection.

DES is a protected government technology that has specific hardware, for high security data. The software or embedded firmware for the government is handled strictly and provided through the government for their high security applications. This invention would of course be capable of employing this DES security system protocol on all of its one or two-way transmissions between devices, e.g., PFNs TRAC\FACT\CEW system computers terminals and/or gateways, their wireless and/or any land line communications to PFNs as deemed necessary or standardized. Or to other networked terminals and/or any data storage systems that were approved for this type of security system by the government or its authorized agencies, the Justice department FBI or any national

security agencies the Secret Service ,CIA and DOD etc. This is being mentioned presently to make clear that the standard PFN and TRAC module will be capable of accepting any DES hardware or software as part of this technology's primary program FACT and as a plug and play but securely protected circuit. FACT is TRAC's Federal Authorized Control Technology. There are varying levels of DES security presently and FACT's capability by application and use would be determined by the United States governing bodies and agencies, as per the public's empowerment and acceptance for national security balanced with individual freedom and the respect for the individual citizen privacy in the deployment use and functions of any monitoring and/or remote control of and through privately owned possessions, such as automobiles.

This technology has been designed to provide more organized control and accountability to humanities equipment, machinery and vehicles for the optimal management of the equipment to increase public safety, national security while improving the quality of life for the individual with the respect for their privacy. This requires accountability for the collection and use of PFN TRAC/FACT data and/or any other parallel remote control and monitoring technologies. The use of these technologies have to have the best temper proof measures and the strictest criminal and civil penalties for any miss use or abuse of data; either when it is collected or dispersed in a reckless and/or negligent manner. For these technologies to better humanities quest to better itself and its total survival these technologies need to be structured and standardized in accordance with society's law and/order and in the case of the United States tailored with respect for the individual's privacy because the individual citizen is continually ask to compromise more personal privacy with any and all data acquisition to provide more improved and better services, which require more enhanced and freer access to personal data and knowledge. So there for the greatest controls have to be put into pace to maintain the respect for the individual citizen and their rights to privacy. All data acquisition systems most certainly be commercialized with a standard of operational practices that are clearly understood and agreed upon by all parties and that are true in practice to the United States constitutional guidelines and guarantees.

Once again this technology address these issues as its nature and scope claim and as a necessary and correct approach in the development of standards to provide responsible and accountable aggressive remote control, monitoring and robotics. In this effort this technology seeks out all parties commercially, governmentally, socially, environmentally, and financially to address the issues and form joint ventures to achieve sound safe guidelines that marry up well with society's social-economic and environmental interests. This should be the basis to commercially develop these technologies to evolve the economic tool to better value and reflect all aspects of equipment use and to improve safeguards to all such transactions and impact on society in general.

As mentioned earlier, there are many types of encryption protocols for security. PGP is the commercial versions of encrypted data. And as explained earlier there is a great number of such systems that can afford reasonably good protection for many security programs. Some of these are

just software down loads and can be part of the software in a PFN TRAC\CEW system and capable of running an encryption program piggy backed through other servers signal conditioning software. As detailed earlier the primary programs software will delineate restricted data from unrestricted data if so desired and this capability exists for DES with hardware chip sets and embedded software or firmware, as well as, solely performed by software programs . With both DES and PGP both ends of the transmission must be equipped to electronically cipher and decipher through a encryption and de-encryption key program no mater which technology is used and in what form of hardware , hardware embedded software firmware, or solely software added to any existing hardware either in the processor or computer section of a PFN , its modem circuitry, and/or as part of any of its communication devices circuits and/or any remote monitoring control management and storage system responsive to any PFN TRAC unit.

These security protocols for the highest security have to be maintained in every transmission including throughout the 300 network for wireless and land wired systems and this is why the phrase "Same Security Protocols" (with arrows) parallels the horizontal 300 network labeled -----world ---local---and sectional. Sectional represents states, regions, or areas more geographically located or electronically designated.

The basic reason the encryption protocols are only shown on the two-way transmission PFNs is, because, they could be broadcasting secure installation video and other sensitive telemetry data from, e.g., compound or installation. It may not be as necessary to protect one-way directional remote control communications in all security applications or in many of the management applications, because, there will be less of them transmitting data back and thus more difficult to figure out their purpose or instructional command codes. However, in the highest of security applications signal encryption may be required as well, for one-way command level remote control , and therefore is shown as a possibility in drawing 4 number 403 .

301 is the two-way communication device with the DES and the PGP systems on each side showing the options of encryption and the small arrow to the right of PGP points to the right block as a 2 stage memory on board the two-way PFN, which are parts numbered 105-107 in figure one. Number 302 is a line list of possible accountable functions for full remote control and remote monitored robotics. At least one variation of this two-way PFN will completely support all of these functions including any special sensors, e.g. GPS or locating equipment, identification systems environmental sensors, audio video systems, all machine controls and will monitor all machine sensors. 301 memory storage are shown here as a plurality of local memory. One a current running loop of application specific determined length and content. And the other local memory a application specific incident based or event storage. This second data storage is permanent and housed in a protected area with special authorization necessary to physically and/or electronically to access the data. The proprietary design, also, provides either a redundant storage of this same incident or event data in at least one

remote location or a limited message flag (for the data limited two-way pager systems) to be sent to an appropriate authorized monitoring E-mail address, or computer network or RF receiving node. While these memories are detailed in a plurality for local and remote locations this is merely done to provide these options for any standards effort that can be applied to the application specific protocols and areas

303 points to the simple one-way receiver PFN. The dotted line coming down from the top depicts the one-way communication for one-way remote control of equipment. However, 303 also can support the same two stage local memory storage. With this one-way system, there is no wireless remote storage, without the physical removal of the data or through local physical connections. There is no report back function in real time if the one-way system is the only for of communication. The one-way system can also support the same processor capacity to do all the same functions as the more sophisticated two-way PFN, but is limited in remote control by not having a real time monitoring in a remote location to guide tasks by video. The 303 one-way system must have its data recovered physically through a secure download communication port. This interface communication port can, also, be in place on the two-way PFNs if so desired. However, remote control functions can be preprogrammed and/or guided and/or confirmed through other two-way PFNs on location that can video the one-way PFN systems host and/or report on other telemetry data about the one-way PFN that warrants specific remote commands. So by teaming one and two-way PFNs one can provide a complete remote control system for the one-way PFN. Total accountability is still provided in two levels in the one-way PFN (re-writeable and permanent) .

Also, an extendible and retractable connector either hydraulic, air or electrically activated and controlled can connect the one-way PFN to any of the communication ports on same equipped two-way PFN to report back any pertinent data that needs near real time consideration. In fact in a security setting only one two-way PFN mobile device could recover data from all the inexpensive one-way PFNs and report it back to the remote monitoring and remote control system. This mobile two-way PFN could also accompany any one-way PFN to give report back data for real time remote control of the one-way PFN equipped machine whether it was stationary or mobile one-way PFN.

304 Illustrates all the same functions that are listed for the two-way PFN and states that it has only a physical retrieval accountability for any data stored. 305 is a block at the bottom of the page and its functions can be performed by both the one and two-way PFNs. 305 is any special sensors section that will be gathering application specific data for these any applications e.g. environment, radiation counters that transduce the number of Rads or particle strikes into an electronic signal for the processor software to evaluate through compare lists set up for an application specific PFN or as burned in firmware on simple device where a simple PFNs is set up as to sense an environment. If this PFN is at an installation or in a remote location it will be powered by solar cells to recharge its batteries. 305 special sensors will be many different applications specific sensors that send an electrical signal to applications specific software programs in the PFNs . The TRAC system will be programmed special

to handle specific functions for specialized sensing, e.g., like hydraulic weight sensors. Many of these peripheral devices and sensors exist as COTS products and there are flexible software products that can be easily adapted to support these applications.

Another 305 special sensor is the nose. Which is a sensor that can identify odors 2000 times more accurately than the human nose and is capable of discriminating substances and matter at a molecular and even atomic level. This sensor already designed to deliver unique electronic signals for its application specific software compare list library of known substances will serve well in high security applications to identify biological and chemical toxins explosives e.g. potassium nitrates etc., and leaks in regular chemical containers in any commercial or governmental installations airports. And when coupled to a mobile PFN TRAC system preferably a two-way PFN on a host machine full accountable robotics can be provided for most any hazardous environment and/or contraband search task. As mentioned earlier, the PFNs could operate electrically controlled weapons in unmanned equipment that was damaged or unmanned either due to the loss of life or to prevent the loss of life by using the machinery and equipment through remote control and/or full robotics (based on the level of PFN computers and onboard programming). The options are vast and varied to improve security and safety for all facets of remote control protocols. To help world order and nation building by monitoring equipment and material movement, while robotically controlling terrain and police an area for aggression, without risking mediating personnel any more than is absolutely necessary. (To help enforce treaties so that the assignees and their constituents are on the same dotted line with the non emotional objective cold hard steel equipment that stands fast to the terms that have been agreed upon- Once again, audio recordings would be in a native language which can be remotely sent as precursors to any physical intervention . First as a persuasive protocol, e.g., water cannon, tear gas , rubber bullets and all the way to a final lethal weapon activation as a last resort to save lives and preserve a peace accord). These PFN armored machines and/or equipment would be all terrain like tanks, track vehicles, hum Vs wheeled vehicles, hovercrafts, etc. And of course their peripherals could be all of the same and more in the military weapons categories. Eventually special peace keeping PFN controlled equipment would be created to help maintain order in an unstable area (This is a system of MM Network to develop a Real ROBO Cop in plurality, through this technology's Spider Eyes program) but first as part of every piece of equipment networked and remotely controlled.

Basically all vehicles machines and equipment will be outfitted with a Protected primary Focal node that allows for universal plug and play capability of varied electronic components. These PFN control centers will be accountable control centers that self police themselves and their components and can report any improper or illegal or dangerous components or equipment operation to the appropriate authorities. These systems will allow the proper government agencies real time control through FACT software in times where public safety or national security are in danger. It will also allow for the quick conversion of commercial off the shelf products e.g. cars, trucks, etc. to be specially out fitted with

high security government and private components and aggressive remote and automated controls and/or weapons in an easy, efficient and more secure manner.

Recently the "car plane" designed by Moller has been developed for future three dimensional transportation for the individual. The technology exists to day to set up a guidance systems with the three coordinates delivered by the current GPS systems. There is latitude longitude and elevation and when used with the military's accuracy achieved with an additional correction signal for the ionosphere distortion of satellite signals the GPS accuracy is within centimeters. So most probably this invention will see government use for a while before it is a general public individual transportation tool. In any case the FAA could more readily organize and develop the car-plane technology with this invention . And the PFN will be invaluable in consolidating the accountable black box, communication systems and locating equipment all in one concise system that is easily tailored for monitoring and controlling an ever increasing numbers of these car planes in the future.

Basically all the transportation systems will be coordinated in computer network to micro-manage out collision possibilities in any plane or surface travel, and the PFN TRAC system is an ideal system to organize and initiate this effort for present travel and the next millennium . With the PFN capability to down load instructions from the out side (e.g. a control center for air traffic could control a plane from a remote location coordinating the air crafts actions and sensing its environment and the air ports position and condition and provide the best glide path or course of action in real time aggressive controls e.g the auto pilot controls for any inexperience or compromised pilot through to safely land any aircraft either with human operational assistance or completely by computer control.

FIGURE 3A

This figure is self explanatory in the properties of the most generally used communication devices in the PFN/TRAC system. However a brief review of the cart can help to better understand the use of the devices and guide their use in application and standards consideration. The left side column is the communication devices themselves.

In reading down this column there is one-way paging ,one-way radio frequency signal equipment, two-way paging, two-way wireless phones and land wired PFNs listed as PHONE, two-way radio frequency signal, and cordless phones which are short range radio frequency signals received and put out on land based phone lines. And finally short range radio frequency signals. However, at the very bottom is a definition of letters describing the functions of each of the communication devices, what they can do and therefore be used for in the PFN applications.

Each PFN will have at least one communication device interfaced with a processor system and memory storage:

R=RECORD

r= REPORT

O= ONBOARD

RR=REMOTE RECORD

mc=MINIMUM CAPACITY

LD=LIMITED DISTANCE

Across the top are activities performed by the PFN such as Audio/Video data athering, machine activity controls and telemetry, personal or operator telemetry, environmental telemetry. By using the letter key provided it is easy to see the properties, qualities and capabilities of the one and two-way PFN systems and determine the best type of system for any particular application. This chart can be referred to when reading and reviewing figures Three Four Five and Six with all the different types of communications detailed. This chart will quickly provide the basic on board record and report back properties and data storage options that can be expected from any particular type of PFN by the communication devices they are employing.

FIGURE 4

This drawing is of the simplest one-way communication PFN and these basic electronics have already been prototype used and proven from and for the other related patent applications. Basically with the one-way communications there is data storage on board the host in the PFN at two separate locations, but they require physical retrieval of the data. This device in its most basic form will not report back to any remote control and monitoring system, but can be sent messages, which will activate preprogrammed responses. This is the basic encryption of a one-way PFN, but, as was earlier described in figure 3 these units when used in concert with the other two-way PFNs can transfer their data and thereby have the two-way PFN report the data to a remote location. It also should be noted that this can also be accomplished though a land line comport available to a one-way mobile PFNs (provided it is outfitted with the proper DET data encrypted terminal as part of the land line connection or a one-way PFN out fitted with DES chips. Of course the same would be true for secure commercial applications as well with PGP protocols. (this is for the high security applications)(non sensitive systems would need no encrypted technology) All that is required is the extendible and retractable connector developed as a variation of the tow bar coupler and electrical connector described in the related U.S. Provisional application No. 60/140,029 (301). Interactive highway car towing, car trams or car trains which is the energy efficient individually private mass transit option for land based vehicle platforms in long distance travel.

Also another and more efficient transfer of this data from one and two-way pagers for longer messages, which will not require expensive hardware is the infrared comports that have been

extensively detailed in the other related applications and/or light transmissions or the short range RF transceivers. These systems are used with law enforcement and/or secured installations and/or stationary commercial settings for industry, etc. for the PFN \TRAC system.

To follow the flow of the one-way systems in figure four, 300 block of boxes is the world wide sectional and local network gate ways to send data to the one-way PFNs as indicated by the thin dotted arrow passing between the wireless transmission box and the security level 403 DES \ PGP box. The question mark in the 403 box is there because it is optional security for one-way transmissions into a secure installation as was discussed earlier.

Looking down from the top center block labeled 200-204 PFN containment is a series of boxes which are all components of the PFN. These components described here are all individual COTS products that can be interfaced as separate devices or IC COTS components integrated and connected or hard wired together or as combinations of devices and IC components to provide the hardware to support TRAC software. The invention has its own proprietary configurations that are detailed in many different modalities throughout all the related filings. And the invention's PFNs and TRAC remote control system is capable of interfacing with many other already existing components and systems to enhance any remote control product with greater accountability, security and management. This invention was and always has been expressly designed in this manner to provide a secure physical platform and electrical interface to focus, organize and help standardize remote control functions for all equipment in every application. The TRAC software protocols are designed to continue this security and provide accountability to the system from the PFN to any network the system it is interfaced with. The invention's TRAC programs can be stand alone products or a set of interfaced devices which can be married to any existing system (modular) and add to both creating a better set of products and/or better remote control, management and monitoring systems.

To the right 400 is the standard pager as one of the one-way receivers and this circuitry is detailed in the first patent. 401 another one-way option receiver could be any type of radio receiver on any frequency and all the frequencies are listed in the 60-108 related patent and also here as figures 9 and 10. 402 is a combination of communication and processor functions integrated and combined into one system and a specific COTS product made by Motorola Corporation called "Create a Link" and is one product that serves as a prime example of the inventions versatile application in utilizing other technologies as part of the protected interface and accountable data storage components rather than this proprietary pager technology and parallax mini computer if so desired. Of course the TRAC protocol would be programmed into the Motorola software or firmware to authorize software commands, authenticate remote control activity and store it in the appropriate storage. And for certain applications this might be part of an ideal configuration for some application specific PFNs if the functions did not require great amounts of report back data to remote locations.

The mini computer box directly below, the COTS receiver processor (Create a

Link) or comparable device is for the traditional PFN computers either the Basic stamp computers I, II or the planned Euro- boards 188 , 386 and 486 or even those with Pentium processors, that were described in PCT application No. PCT/US99/00919 (202). The choices of computer processors is once again application specific with the 386 or higher processor being necessary to support better quality video applications with reasonable speed, smoothness, and quality, for digital applications. However, snapshot video applications can be achieved with smaller and less capable processors. The mini computers the first sacrifice in any real time full video being jerkiness and/or the time needed to process the digital image.

However the first prototypes are planned for analog video systems and simple processors to prove feasibility and the digital systems will accompany the more sophisticated minicomputers and special TRAC programming. This can lower video and audio cost for these applications but, will be more costly in the processor system in the beginning. These first video systems will document cabin activities and external activities, and then evolve as an intricate guidance tool for automated and remote control guidance To use video to aggressively remotely control a vehicle and/or drive it through automated activity controls it will require extra sensors as to steering parts position speed and the activity controls on the acceleration and braking functions to effectively and remotely control a machine in real time . And other criterion is video quality and properties especially for the report back function which will determine the capability and speed of the vehicles that can be managed through remote control operations. The on board communication systems e.g. cellular or wireless phones, two-way reflex paging and other RF transmission equipment either on board the host equipment and controlled through the PFN and the accountable software TRAC that must manage the authorization of a signal and authenticate any command functions, as well as, process all the sensed operational and driver action data and store it in the two local memories under the proper circumstances with the appropriate time date and command string record.

As detailed earlier for the two-way pager systems and limited remote data transmission s they will be assisted by other more sophisticated PFNs that can be utilized in conjunction as (shepherds or watch dogs to better provide visuals for any of these less capable PFN units that have limited, or restricted report back or video quality due to limited data quantity capability especially in reporting transmissions as is the present case for the two-way paging system Create a Link II (a Motorola Reflex protocol) or as depicted here a total lack of any on board wireless report back functions , because this is only a one-way (Pager) receiver as it is configured in figure 4.

To the right of the Mini computer box is the little box GPS number 407 and it is the global positioning system or it can be any type of locating equipment either a separate hand held device interfaced with cables or as an integrated chip set circuit hardwired into the computer or processor, or as merely a chip set. Or it might well be a cellular phone triangulation tracking system. All of which can also be in the form of IC cards with edge connectors that plug into the Euro-board 100 mini

computers detailed in the related patent application as mentioned above and incorporated herein by reference. These would be the hardware components to run the TRAC programmable authorization and authentication as well as, operate and manage the record storage and provide hot geographic coordinates and time synchronization data or confirmation for the local TRAC module clock.

The HPC box to the left of the mini computer box is the Host machines Programmable Computer or control circuit and/or processor. This can be the only computer in the secure interface or it can be interfaced with other control circuits or processors either proprietary and/or other COTS products which are coupled in the secure interface and made a more reliable , accountable monitoring and remote control device termed a PFN which stands for (protected) Primary Focal Node. The PFN is designed specifically with versatility to provide a physical platform with a universal electrical set of plug and play interfaces and accountable TRAC\FACT software to develop a logical organization and manageability for remote control and robotics to meet societies legal needs for all these related technologies and their combined functions. This focal point (PFN) on each piece of equipment housing and linking all electrical control circuits with host peripherals and sensors to off board monitoring and remote controls provide the organization, security and accountability through TRAC software and memory storage for society to meet insurance and security concerns for the use of aggressive remote control and robotics. And above all the PFN and TRAC gives organization and structure to write a Standard to for remote control and robotics applications for all possibilities and applications. The PFN TRAC\FACT system combines and focuses communication control circuits and data storage in one safe and secure accountable local location so that DOD, DOT HIGHWAY SAFETY AGENCIES, FAA, FCC, FBI, CIA, LAW ENFORCEMENT PROFESSIONAL ORGANIZATIONS, E.G. IEEE AND THE MANY INDUSTRY STANDARDS AND WATCH DOG GROUPS can form a standards effort with the major auto manufactures and equipment and machine manufactures in every possible area. The invention has been expressly designed to help create a responsible organized modality to this emerging area of merging technologies and help to marry it well to societies laws and needs.

To the left of the HPC block there is the host equipment interface which would be merely a multi-pin interface connector from the box if the HPC is contained with in the PFN. The lower blocks below 404 is the sensory or telemetry data gathered on the machine and/or operator, and the box to the right represents the functional control of devices or accessories on the host equipment. With these two functions combined the Equipment operation can be achieve through remote control and monitoring all as part of an entire network.

Returning to the center of the page, and specifically the lower center, there are three boxes displaying the two levels of on board memory storage with three accompanying numbers 105 , 106, 107. These numbers are used to delineate the different types of memory storage devices and not the actual number of devices employed in any specific PFN system. The reason the numbers are used is

because these are the present day prototype developments and are listed as present technology, however, due to the vast improvements in memory capacity with all the many different technical variations the invention does not limit its claim to these specific devices and systems that might be employed into this secure PFN , the secure and accountable TRAC and/or FACT and/or CEW interface and applications.

405 points out that these data storage components and in fact all the PFN devices and components are detailed extensively in PCT/US99/00919 (202). However the planned universal prototypes in the security area will be detailed presently as to the proprietary devices components and system functions excluding application specific configurations (soft ware) TRAC for Trusted Remote Activity Controller and FACT Federal Access and Control Technology. 406 shows that the data retrieved from a one-way PFN is done through physical contact unless it has an IrDA communication port or short range RF transmitter is TRAC the programmable and modular software and varies in structure and format based on the different hardware implementations weather it is COTS based, PC, Programmable Controller (Stamp); Or if it is custom, logic Sequencer, micro processor, FPGA (field Programmer Gate Array) or a custom gate array. Even though these are not all displayed in the three figures in this application all of these hardware options will probably run some form of TRAC software especially to support FACT programs in all application and therefore should be included as hardware implementations for this technologies PFN TRAC\FACT systems, CEW is the commercial encrypted technologies on the inexpensive Web for the payment industry's activities and will accessible to FACT and be capable of accessing FACT to enforce payments on equipment . However these are software programs in existence now for bank card applications with no accountable aggressive remote control to date. So this use through FACT would be a new application and law regulations and rules must be standardized agreed to and legislated in a constitutional manner.

These TRAC Interfaces/Software will have algorithms for BANK/Stock Exchange Transaction-FACT\CEW Products . And many of these will be supported pre-existing COTS products running through the protected primary focal nodes TRAC software. There will be other accountable programs for remotely piloted vehicles RPV and this technologies proprietary PASSS software for the automated slow stop and securing of a vehicle in a stationary position. And this technologies PAGSSS software which has numerous variations but basically it is the proprietary automated guidance slowing stopping and securing of a vehicle through remote control as an evolution of PASSS. Other software specifications include the use of a Commercial:128/64 bit Encryption for web transactions. And for high security in government and military applications: DES the (Data Encrypted Standard).

The interfaces and connectors are named extensively in the related patents however, presently the Automobile industry is planning to start a standardization effort for electrical connect-ability of accessories. This standardization effort has been the focus for all the related patent applications starting from the real time stop and control box with accountability through the further development of the PFN

and this invention looks forward to participating in any effort to develop H-Rel universal electrical connectors, and can offer the actuators, sensor protocols, signal levels in the aggressive automated and remote control devices to reach deeper into a standards effort in this area. As always maintained in this technology the PFN has been created as an accountable organizational interface for all a host piece of equipment's electrical devices, audio sound, video, recording, memory storage processors, computers and communication systems. The PFN TRAC system can support on and off board security control and management for all PFN interfaced equipment. This is an important quality to any standard proposed for the auto industry along with accountability and physical protection. Just the organizational platform has tremendous value to any such standards effort for electronic in the auto industry. This technology will be constructing prototypes with these interfaces anyway and a collaborative effort is always welcome when ever possible. Telephony is another industry interface with Digital Cellular, PCS, 56K modem, Pager Technology as well as the varied RF signal and light transmission equipment so listed in figure nine and ten of this application and/or detailed in earlier related applications.

FIGURE 5

This an illustration of the simplest two-way communication systems and the necessary security devices to condition the signal for security protocols with encrypt technology. It is basically another flow chart showing the data from the remote control and monitoring network, as well as, all the data and control signals to the data storage and the peripherals through the many possible processor options running any form of TRAC, FACT or CEW software programs. This for the most part is the same as figure 4 in structure, however, it provides two directional communication for remote control and monitoring systems and there by creates the third accountable level of data storage with two onboard and at least one off the host piece of equipment (redundant data storage). The off board can be as simple as an application specific Email or warning flag detailing the PFN TRAC systems ESN electronic serial number to a privately owned or personal E-mail address or it can provide its data to any number of more extensive memory record systems for any specified event or incident as might be mandated as a standard operation or function legislated by law or developed to standardize accountable real-time remote and automated controls or system management functions.

This drawing is of the simplest two-way communication PFN and these basic electronics are planned prototypes from and for the other related prior patent applications incorporated herein by reference. Now with these basic two-way communication capabilities there is data storage on board the host machine in the PFN at two separate locations that still can be physically retrieved; but, also the capability to report this data to at least one remote location (which is some what limited by this communication medium) This device in its most basic form will report back 20 characters to a remote control and monitoring system, through a Reflex paging service in the US, Canada, South and Central America, parts of the Mid East, and Asia. It will also be possible in the future to accomplish this in Europe with the ERMES version of two-way paging protocols in the near future. And these messages

can be sent to E-mail addresses for inexpensive world monitoring management and control. This can be a privately owned and operated system of any size with a varying level of security through personalized COTS encryption products or part of a larger network of any size and scope and operated in an open fashion of data acquisition or also encrypted to protect personal data to only the authorized personnel.

And of course any of the two-way pagers can be sent messages, which will activate preprogrammed responses as is the case with one-way paging. This is the basic description of a two-way paging protocol PFN, but as was earlier described in figure four and figure three these units when used in concert with the other two-way PFNs with more sophisticated) transmitters and/or land line Data Encrypted Terminals or (DETs) can transfer more of their security data efficiently to a remote location. The onboard memory storage will still be as capable as the most sophisticated PFN/TRAC system even though the data transfer to a remote location is some what limited. Also, preprogramming in the PFN computer can send a series of 20 character messages to a remote location, where the monitoring software can reconstruct the whole message. Another option is multi-paging devices that can be combined to send a large data message with different carrier frequencies for each paging device. This would increase the difficulty in intercepting the entire signal or message being reported. (Motorola's Reflex two-way paging protocols are being referenced here for all of these options basically, the ERMES products are still under development.) And to reiterate these two-way PFNs can also accomplish data transfer though regular land line comport connections where ever available provided the PFN is already out fitted with DES chips or PGP software for its wireless transmission capabilities, (if not, it will have to send its data through a local DET comport which will probably be hard wired to the local monitor and remote control station or network gateway). All one and two-way PFN's processors and/or mini computers will be capable of generating dial up phone tones to connect to a phone node if so desired and deliver direct communication from the computer to any hardwired monitoring center. And of course if land line connections are available for HS and MS security they will have the necessary sending and receiving equipment and TRAC/FACT and/or CEW software systems and programs to handle the encrypted signal. Of course the same would be true for secure commercial applications as well with PGP program protocols running as part of these application specific software programs to condition any digital communication signal. This could all take place in an automated setting as well. All that is required is the extendible and retractable connector developed as a variation of the tow bar coupler and electrical connector described in 60/140,029 (300). Interactive highway car towing, car trams or car trains which is the energy efficient individually private mass transit option for land based vehicle platforms in long distance travel. The same communication coupler that link all the PFNs in each vehicle to control which power plants will increase the collective power to increase the speed of the train. A variation of this physical connector to create a physical connection either with another PFN or a stationary installation connection port is an

obvious development for anyone skilled in the art and familiar with this inventions technology and patent applications and devices. As also mentioned earlier infrared comports and/or other short range light or radio systems could also achieve this same local transfer of data from the one-way and limited two-way pager and RF systems.

To follow the flow of the two-way systems in figure five, 300 block of boxes is the world wide sectional and local network gate ways to send and receive data to and from the two-way PFNs as indicated by the thin two directional dotted arrow passing between the wireless transmission box and the security level 503 DES \ PGP box. This 503 box is there because it is a necessary security for any two-way transmissions out of a secure installations as was discussed earlier.

Looking down from the top center block labeled 200-204 PFN containment is a series of boxes, which are all components of the PFN and housed within the containment. These components are all individual COTS products that can be interfaced as separate devices or IC- COTS components integrated and connected and/or hard wired together to form combinations of devices and IC components. The invention has its own proprietary components and configurations that are detailed as many different modalities throughout all the related filings. And the invention's PFNs and remote control system is capable of interfacing with many other already existing components and systems to enhance any remote control product and/or security system in many ways. This invention was and always has been expressly designed in this manner to provide a secure physical platform and electrical interface to focus, organize and help standardize these functions for all remote controlled equipment for every application. The invention can be a stand alone device and/or system of any size (or a set of interfaced devices systems and networks) or it can be married to any existing system and add to both by creating a better set of products capabilities and remote controls in any monitoring system as well as provide accountability through the TRAC/FACT and CEW software programs.

To the right 500 is the standard two-way reflex pager as one of the possible two-way receivers. 501 another two-way optional transceiver, which could be any type of radio transceiver on any frequency and most all the frequencies are listed on figures 9 and 10. However, the allocated and dedicated frequencies are designated and many of them are shown on the allocation chart. These of course would be the ones used for the Government and other high level security protocols however as has been stated the pager and wireless phones can be commercial grade frequencies accompanied with encryption technology for security. For this reason other low cost public airway can be utilized with these same security protocols. 502 is a combination of communication and processor functions integrated and combined into one system and is a specific COTS product made by Motorola Corporation called "Create A Link II". This all in one product serves as a prime example of the inventions versatile application in combining other technologies as part of the protected interface and accountable data storage components, when ever possible, rather than solely relying on the proprietary pager technology and parallax mini computer and other proprietary computers if so desired. And for

certain circumstances this might be part of an ideal configuration for some application specific PFNs. This Motorola product ACreate a link II is different in that it employs the reflex two-way paging protocols which are a necessity to achieve the report back function for this minimal two-way variation.

In the drawing the mini computer box directly below, the COTS Receiver processor (create link or comparable device) is for the traditional PFN computers. Either the Basic stamp computers I, II or the Euro- boards 188, 386 and 486 or even those with Pentium processors. The choices of computer processors is once again application specific with the 386 or higher processor being necessary to support full video applications with reasonable speed, smoothness, and quality, however. Snap shot video applications can be achieved with a smaller and less capable processors in the mini computer with the sacrifice in any real time full video being jerkiness and/or the time space needed to process any digital image. This condition requires extra sensors to effectively and remotely control a machine so equipped in near or very near real time. And other criterion in video quality especially for the report back function is the level and capability of the on board communication systems, e.g., cellular or wireless phones, this 2 way reflex paging and other RF transmission equipment either on board the host equipment and/or controlled through the PFN. Or assisted by other more sophisticated PFNs in the network and/or on location that can be utilized in conjunction as (shepherd systems or watch dogs to better provide visuals for any of these less capable PFN units that have limited or restricted report back or video quality due to their capability to handle the quantity of data required, especially in reporting transmissions as is the present case for the two-way paging system Create a Link II (the Motorola Reflex protocol) which is best set up to report back in a limited snap shot of images. However much other report back data from other sensors can be provided a good and reasonable form of communicating their data back to at least one remote location.

To the right of the Mini computer box is the little GPS box number 507 and it is the global positioning system or it can be any type of locating equipment Lorands, cellular triangulation, LoJack etc. either as separate hand held devices interfaced with cables or as a integrated circuit hardwired into the computer or processor , or merely a chip set as has been described in a related patent application. The last two of which can also be in the form of cards with edge connectors that plug into the Euro-board 100 mini computers detailed in a related patent application as mentioned above and incorporated herein by reference.

The HPC box to the left of the mini computer box is the Host machines Programmable Computer or control circuit and/or processor. This can be the only computer in the secure interface or it can be interfaced with other control circuits or processors either proprietary and/or other COTS products which are coupled in the secure interface and made a more reliable , accountable monitoring and remote control device termed a PFN which stands for (protected) Primary Focal Node. The PFN is designed specifically with versatility to provide a physical platform with a universal electrical set of interfaces to develop logical organization and manageability for remote control and robotics to meet

societies legal needs for all these related technologies and their combined functions. This focal point (PFN) on each piece of equipment housing and linking all electrical control circuits with host peripherals and sensors to off board monitoring and remote controls provide the organization, security and accountability to justify to society and meet insurance and security concerns for the use of aggressive remote control and robotics . And above all the PFN/TRAC/FACT/CEW system gives structure and/organization to write a Standard (for remote control and robotics applications by focusing communication control circuits and accountable data storage into one safe and secure location. DOD, DOT HIGHWAY SAFETY AGENCIES, FAA, FCC, FBI, CIA , LAW ENFORCEMENT PROFESSIONAL ORGANIZATIONS, E.G. IEEE AND THE MANY INDUSTRY STANDARDS AND WATCHDOG GROUPS. The invention has been expressly designed to help create a responsible organized modality to this emerging area of merging technologies and help to marry it well to societies laws and security needs.

To the left of the HPC block there is the host equipment interface which would be merely an interface connector from the box if the HPC is contained with in the PFN . The lower blocks below 504 is the sensory or telemetry data gathered on the machine and/or operator, and the box to the right represents the functional activity controls of devices or accessories on the host equipment. With these two functions combined the Equipment operation can be achieve through remote control and monitoring all as part of an entire network.

Returning to the center of the page and specifically the lower center there is three boxes displaying the two levels of on board memory storage with three accompanying numbers 105 , 106, 107. These numbers are used to delineate the different types of memory storage devices and not the actual number of devices employed in any specific PFN system. The reason the numbers are used is because these are the present day prototype developments and are listed as present technology, however due to the vast improvements in memory capacity with all the many different technical variations the invention does not limit its claim to these specific devices and systems that might be employed into these present day PFN secure interface systems. It is equally important to remember that the technology has been and always will be engineered for both backward and forward technology interfacing, as well as, provide the present day technical options.

505 points out that these data storage components and in fact all the PFN devices and components are detailed extensively in the previous patent applications. However, the planed universal prototypes in the security area will be detailed presently as to the proprietary devices components and system functions excluding application specific configurations and any specific secret (soft ware) protocols is TRAC the programmable and modular software and varies in structure and format based on the different hardware implementations weather it is COTS based, PC, Programmable Controller (Stamp); Or if it is custom, logic Sequencer, micro processor, FPGA (Field Programmer Gate Array) or a custom gate array. Even though these are not all displayed in the three figures in this application all

of these hardware options will probably run some form of TRAC software in some application and therefore should be included as hardware implementations for this technologies PFN/TRAC/FACT/CEW.

These TRAC Interfaces/Software will have algorithms for BANK/Stock Exchange Transaction Products. Many of these will be supported COTS products and through the primary TRAC/CEW software protocols. There will be other accountable programs for remotely piloted vehicles RPV, and this technologies proprietary PASSS software for the automated slow stop and securing of a vehicle in a stationary position These will all be part of or have a FACT component to control these functions by the appropriate authorities in an accountable manner. And the PAGSSS software which has numerous variations but basically it is the proprietary automated guidance slowing stopping and securing of a vehicle through remote control as an evolution of PASSS will also be responsive to Federal Access Control Technology FACT. Other software specifications like the Commercial Encryption on the WEB include the use of a Commercial:128/64 bit Encryption for web transactions. And for high security in government and military applications: DES the (Data Encrypted Standard).

The interfaces and connectors are named extensively in the related patents however , presently the Automobile industry is planning to start a standardization effort for electrical connect-ability of accessories. This technology has been focused on this point or issue through all the related patent applications and looks forward to participating in any effort to develop H-Rel universal electrical connectors, and can offer Actuators, sensor protocols, signal levels in the aggressive automated and remote control devices to reach deeper into a standards effort in this area. This technology will be constructing prototypes with these interfaces anyway and a collaborative effort is always welcome when ever possible. Telephony is another industry interface with Digital Cellular, PCS, 56K modem, Pager Technology as well as the varied RF signal and light transmission equipment.

FIGURE 6

Shows a system that can support the most sophisticated high security and two-way communication capability for full real time audio \ video with either cellular or digital phone or any other comparable radio frequency equipment specially delegated for these purposes (either Military controlled and/or operated, or a joint venture of commercial and governmental support e.g. COMSAT commercial and government satellite system. No matter what ever, even if the commercial wire and land based phone technologies are utilized all will be provided either EDS or PGP encryption protection for Medium and high security applications even if it is used on the commercial Internet, and today there is cellular system for the payment industry to transact bank cards wirelessly and these COTS products will be interfaced through the PFN or proprietary CEW software can be used. This most sophisticated machine messaging PFN is being proto-typed to support and report every data signal sensed and provide any aggressive remote control for any devices by previously described proprietary technology and/or versatile interfacing with other technologies. However, the cost will be

proportionate to the level of sophistication and the amount of hardware, firmware, software, and peripherals required or desired.

Even the least expensive one-way PFNs can be ordered to activate or deactivate as well as control varied performance of what ever they are connected to. So the system cost can be greatly reduce by using the less expensive (page type) one and two-way PFNs where sophisticated real time video systems to monitor and record are not required form the remote control unit itself. However, these costs will certainly be reduced with these systems being utilized in vehicles for guidance in automated highway systems. But the present lower cost PFNs can still be utilized to wage an aggressive response where all friendly life has been removed from an environment, installation, machinery and/or vehicle if the extreme need exists to take radical action. Any standard or specially installed accessory can be remotely controlled. From terminating the use of a piece of equipment by standard means, to energizing airbags on a terrorist, to totally terminating a piece of equipment in a hostile situation through extraordinary means (by PFN detonations or explosives etc.).

As mentioned earlier just one mobile sophisticated PFN in most cases. (as the shepherd or watchdog unit can supply visual data to any remote monitor and control terminal). The more sophisticated the watch dog unit the greater the protection of the sophisticated unit.. This system can and should be armored and capable to support aggressive weapons e.g. surface high current capacitor shock equipment systems, laser and electro-magnetic wave weapons microwaves , sleeping agents, tear gas , water cannons , pepper spray, tazzor gun, net mortars, rubber bullets and convention automated machine gun, cannon and explosives for the extreme security scenarios. Of course the host platform will dictate some of the conditions and restrictions to support any of these devices as well as any real need for any of these aggressive protective defense devices. Identification systems can be employed to recognize friendlys when they arrive and can take orders directly form them on location if need be. This can be accomplished through any and all forms of the short range communication systems already described that can even differentiate friendly from aggressors during a security incident or emergency with the technology already described throughout all the related patents e.g IrDA, and/or limited RF transmission devices other light transmissions and the phone system or any other RF transmitter (which will be personally coded device communicators limiting access by finger print or one of the many other Id systems previously detailed). All the electronic devices that are to be controlled normally for accountable aggressive remote and automated control are thoroughly detailed in the related patent application. However, this high security and medium security applications that involve police and military option will be developed in a collaborative effort with the appropriate government agencies and manufacturers of the weapon devices. It is sufficient to state presently that the PFN TRAC system will be capable of running the standard FACT software programs and can be easily adapted to run and support DES chips and/or provide the same protected power, activity control hook ups and sensor array systems to provide police and military options as have be discussed above.

The PFN/TRAC system on any piece of equipment machine and/or vehicle, will have a protected connector section that specifically provides the circuitry for these specialized security devices and protocols for the extreme aggressive protection and retaliation packages and options needed .

These devices will in many cases be part of regularly needed host equipment and naturally camouflaged and incorporated into their structures their appearance will be a natural and peaceful one, while harboring a great capability to provide varied levels of aggressive security with the least amount of friendly personnel in harms way. (This system for high security automated aggressive response will be known as the (ATrojan Horse defense System) (THS) And could have as a final option for every security PFN in the system a self-destruct order protocol to secure any violated security area where there are only aggressors left. And this final option can be initiated from any where in the world with the correct encrypted secure codes held by the responsible authorities. These TRAC /FACT/DES systems of course would have special considerations and guidelines set up for governmental and national security agencies, as well as, world organizations involved many of the most extreme PFN utilizations like TRAC's FACT/DES/ THS would be legislated policy and developed under the strictest security protocols. The invention is merely the organizational platform to physically secure and electrically secure and/organize the appropriate components to provide the means to incorporate the public safety and national and world security options.

The Protected PFN data storage would support any reported record to justify any such decisions and their should be well-established procedural protocols for these security scenarios for, e.g., embassies, military installations, nuclear facilities, and any special security risks or treaty refereeing etc.

All monitoring for every condition in these high security environments would be greatly enhanced and response time to any event or emergency would be almost immediate with accurate data and audio and video records on exactly what transpired to analyze and remedy any same negative situation in the future and/or to prosecute any impropriety that transpired or review fairly any improper action taken.

This drawing is of the most sophisticated two-way communication PFN and this electrical configuration is the basis for all prototypes in every application no matter the level of security. The only thing that changes besides DES hardware is the specific TRAC BApplication Specific Software provided for the normal host machines purpose these ASS programs will run normal operation and FACT and THS will be down loaded to allow for strategic command control of all available activity controls normal and specialized in real time as deemed necessary by the appropriate authorities. These downloads can be performed on standard manufactured equipment to provide security control through PFN TRAC/FACT/THS system for any rapid deployment need. All the components are and will be proven and in most cases COTS products are in use presently. . Basically with this more sophisticated two-way communications there is once again data storage on board the host machine in the PFN at two

separate locations, that can also be physically retrieved. However, these PFNs and TRAC software will have full report back capability on their own for every data stream to any desired remote control and monitoring system. And they are also capable of retrieving data from any less capable PFN as earlier mentioned and reporting their data back to the monitoring and control centers. This is accomplished through physical connections or IrDA communication ports and/or light or RF transmissions as has been detailed throughout the related patents. Once again, all that is required for the physical coupling is the extendible and retractable connector developed as a variation of the tow bar coupler and electrical connector. RE. interactive highway car towing, car trams or car trains which is the energy efficient individually private mass transit option for land based personal vehicle platforms in long distance travel. Of course the infrared comports that have been extensively detailed in the other related applications and/or any of the light transmissions and/or RF signal transceivers will once again reduce the hardware needed to complete the interface and any data transfer.. (But what ever the transmission be physical or wireless of any type; the modality will have to be assessed for its vulnerability to access any signal and/or transmission and the appropriate DES-PGP and/or any other security Protocols will have to be in place at either end of any data transfer if deemed warranted) as part of TRAC/FACT/THS for the very high security protocols commercially but basically militarily. This focus on the high security protocols was done to show peripheral accessories attached to the standard sophisticated PFN/TRAC/FACT/THS system however the same PFN TRAC system will be used in everyday applications with out DES and all the other high security protocols and functions. This is what is both unique and necessary to provide cost effective controls ,protection and utilization of accountable remote and automated control and management systems for the future. And this is why the Protected Primary Focal Node (PFN/TRAC system is going to be essential in concept and function to write standards, laws, legal regulations and basically organize these merging technologies in a safe and fair manner for all. Note: The more sophisticated PFN has been chosen to elaborate on the High security activity controls in general but this does not mean that these extreme aggressive controls are not available on the less sophisticated one and two-way paging or RF or short range cordless phone communication systems. This may very well be the case and especially when used in concert with one or two sophisticated PFN systems or other security surveillance systems.

Not yet detailed is the TRAC's FACT program that will carry some high level security control encrypted Commands to allow the proper authorities to control any and all equipment, machinery, and vehicles in a state of emergency. This, of course, will be determined by the public and its governing bodies and agencies. The Protected Primary Focal Node/Trusted Remote Activity Controller/ Federal Access and Control Technology or PFN TRAC/FACT system is designed to be accountable to all parties using and effected by machine use and its impacts. Accountable Aggressive Remote and Automated Control scenarios and real-time control security functions is just two of the many real-time management task performed in an accountable manner by the PFN/TRAC/FACT/CEW system.

To follow the flow of this two-way sophisticated system in figure six ,300 block of boxes is still the same world wide ,sectional and local network gate ways to send data to all the PFNs as indicated by the thin dual directional dotted arrow passing between the wireless transmission box and the security system box 603 DES \ PGP box. The 603 box is there because it is an obvious security necessity for any two-way transmissions into and out of a secure installation as has been discussed earlier. With constant transmissions sent out of the compound it would be far easier to obtain critical data to remotely control these PFNs without the Data Encryption.

Looking down from the top center block labeled 200-204 PFN containment is a series of boxes which are all components of the PFN. These components are all individual COTS products that can be interfaced as separate devices or IC COTS components integrated and connected or hard wired together or as combinations of devices and IC components. The invention has its own proprietary configurations that are detailed in many different modalities throughout all the related filings. And the invention's PFNs and remote control system is capable of interfacing with many other already existing components and systems to enhance any remote control product and/or security system in many ways. This invention was and always has been expressly designed in this manner to provide a secure physical platform and electrical interface to focus, organize and help standardize these functions for all equipment in every application. The invention can be a stand alone system or a set of interfaced devices or it can be married to any existing system and add to both to create a better set of products and remote control or management and monitoring system.

To the right 600 is the standard cellular phones (Digital (D wave) and analogue) as the two-way transceivers and this circuitry is detailed in the second patent detailing all the modems and cable connections for all the possible COTS hand held devices. And also all the PCMCIA cards were described as well as cellular phone IC cards that can be connected to the all the computers listed in U.S. patent application No. 09/357,373 (200).

601 another two-way transceiver option could be any type of radio frequency unit on any frequency and all the frequencies are listed on figures 9 and 10. The government has a multitude of special application frequencies that might be a requirement for any application specific use, so this is always going to be an option in any PFN for any uses but most especially for high security applications.

602 can be a combination of communication and processor functions integrated consolidated and combined into one system and/or a specific COTS like the simplified switching device "Create a Link" but more sophisticated and capable. Some such products exist presently and were developed for the trucking industry by companies like; LA Guard and Prince, Highway Masters, now part Johnson Controls and the GM Onstar System. And of course these COTS products will be easily accommodated and be enhanced in the protected and accountable interface with all the signal security (DES and PGP) in place and required for any high security remote control and/or aggressive action. This is

another example of a present day versatile application utilizing another technology as part of the protected interface and accountable data storage components of PFN\TRAC. However, all these functions can be provided by the inventions proprietary technology and mini computers if so desired in the proprietary PFN and running TRAC/FACT software.

602 also lists the Complete PCMCIA Card which is a product that combines the Cellular phone technology and modem into one device with antenna for lap top computers to function in a wireless environment for phone data connections. This particular COTS product has been singled out as one system that will be utilized in the security PFN prototypes and is mentioned here and will be totally detailed in the formal application. Of course in the DES security mode the modem section will have to be modified to accommodate the DES chip set. or this function of encryption will be accomplished in the mini computer through down loaded modular software which will also be able to accommodate any DES chip sets and/or in the case of PGP encryption run any of the necessary software. TRAC/FACT. In many cases or applications of CEW commercial banking companies e.g. NCR, etc. will provide their own proprietary encrypted software algorithms however ,the PFN\TRAC\FACT system will be structured to support all COTS software and all COTS software must provide for FACT identification e.g. ESN and special access to their programs and hardware or firmware to be used commercially as part of a standard to be developed on operating regulation in remote control and data management applications systems.

The mini computer box directly below, the COTS Transceiver processor option is for the traditional PFN computers either the Basic stamp computers I, II or the Euro boards 188 , 386 and 486 or even those with Pentium processors, that were described in an earlier patent application. The choices of computer processors is once again application specific with the 386 or higher processor being necessary to support full digital video applications with reasonable speed, smoothness, and quality. The other criterion that will give good video quality and properties for the report back function is the on board communication systems e.g. cellular or wireless phones and any other capable RF transmission equipment on board the host equipment and controlled through the PFN. This system is the shepherd or watch dog to better provide visuals for any of the less capable PFN units that have limited or restricted report back or video quality due to data size, band width, and transmission time capability especially in transmissions from the two-way paging system "Create a Link II" (a Motorola Reflex protocol) or, as is the case with the one-way (Pager) receiver, as it is configured in figure 4 which has a total lack of any wireless report back functions in and of itself.

To the right of the Mini computer box is the little box GPS number 607 and it is the global positioning system or it can be any type of locating equipment either a separate hand held device interface with cables or as a integrated circuit hardwired into the computer or processor , or merely a chip set. The last two of which can also be in the form of cards with edge connectors that plug into the Euro-board 100 mini computers as mentioned above and incorporated herein by reference. One

important note is that any and all PFNs can be outfitted with GPS and of course the most sophisticated can provide hot accurate readings and give positions with the military GPS with in centimeters with their additional ground signal that in allows for the algorithm to adjust for the distortion that the ionosphere creates in the commercial versions of the GPS which are only within 30 meters as to an accurate location if so designated by the proper authorities. Also with the latest Cellular locating systems or other land based RF signals either more accurate or 4th signal convergence algorithms can be employed in the PFN software to increase the standard GPS geographic location coordinates accuracy to be more like the military GPS which corrects for the ionosphere deflection from the satellites signal.

So the importance of the GPS accuracy has great value to provide vital data for accurate evidence as a primary goal of the accountable protected primary focal node. It provides accurate geographic audio and visuals, as well as, environmental telemetry to assess any aggressive personnel, ordinance, and hazards that might be present and in control in a rescue scenario or recovery effort of a lost security area. The pinpoint data reported from the PFNs will provide an important tool to evaluate a hostile situation and determine the best course of action. And as earlier stated the PFN s can help wage an aggressive war, when and if that choice is unavoidable. Or bring a hostile event to an early closure with the least amount of lives lost. Also the accurate locating systems consolidated in the PFN /TRAC hardware and software systems provide accurate geographic and time and date data for the everyday situations of machine use that can be authenticated as evidence grade data with the ESN from the resident PFN and host piece of equipment ESN along with all active device ESN in a command string header for contact and response.

The HPC box to the left of the mini computer box is the Host machines Programmable Computer or control circuit and/or processor. This can be the only computer in the secure interface or it can be interfaced with other control circuits or processors either proprietary and/or other COTS products which are coupled in the secure interface(s) and made a more reliable, accountable monitoring and remote control device termed a PFN Which stands for (protected) Primary Focal Node. The PFN\TRAC system is designed specifically with versatility and universality, to provide a physical platform, with a universal set of electrical connections and interfaces which are ideally standardized as much as possible. And coupled to TRAC authorization and authentication software controlling the local and remote event memory storage functions; to develop a logical organization and manageability for remote control and robotics to meet societies legal requirements and social needs for all the related technologies and their combined functions. This focal point (PFN) and TRAC software on each piece of equipment housing and linking all electrical control circuits with the host peripherals and sensors to off board monitoring and remote controls provide the organization, security and accountability through the TRAC system, to justify to society and meet insurance and security concerns for the use of aggressive remote control and robotics in any scenario. And above all the PFN\TRAC\FACT system

gives structure to write Standards to: (laws, rules regulations and code) for materials, interfaces, procedural use and/or protocols to perform accountable responsible remote control and robotics by focusing communication, control circuits, locating equipment for time and geographic information, to accountable data storage through TRAC FACT software in a safe, secure location for the most part . DOD, National Security Agencies and public governing committees, political bodies and agencies, like; CIA, Secret Service, DOT, HIGHWAY SAFETY AGENCIES, FAA, FCC, WWW management agencies and/organizations, The Justice Department, FBI, LAW ENFORCEMENT PROFESSIONAL ORGANIZATIONS, E.G. IEEE , Automotive manufactures and other manufactures, Intelligent Transportation Society, The Insurance industry, AND THE MANY INDUSTRY STANDARDS AND WATCH DOG GROUPS, as well as the general public input, should make up the groups that will deliberate and form the laws to be legislated on by congress, with the appropriate rules, regulations and protocols needed to plug the appropriate, safety for the individual and society in a fair and appropriate manner to be incorporated in legally approved software applications and commands utilized by PFN/TRAC/FACT systems, keeping the necessary secretive final aggressive commands protected, from the general public for obvious security reasons to only be used by the appropriate authorities; but always monitored and recorded for total accountability to society in general and each and every individual citizen. (These should be basic criterion of any (MMN anywhere and most especially on the web or WWW) as part of any machine messaging network. interfaced. Often with the world wide web and/or the Internet from and through the PFN/TRAC gateways will create more and more equipment, machine and vehicle monitoring as well as document more human activity.

So in this process of real-time accounting of equipment use and impact we have to respect one another and the use of our shared environment. For this reason and others the invention has been expressly designed to help create a responsible organized modality to this emerging area of merging technologies and help to marry it well to societies laws and needs as it prepares data on the changes in the environment.

To the left of the HPC block there is the host equipment interface which, would be merely an interface connector from the box if the HPC is contained with in the PFN (these connectors are all shielded and protected in the higher security applications any will enjoy as much protection as is application specifically needed). The lower blocks below 604 is the sensory or telemetry data gathered on the machine and/or operator, and the box to the right represents the functional control devices, or the activity control of devices and/or accessories on the host equipment, which will be standard automated controls for the machine and operator for the most part unless there is an application specific need. For example, some of these accessories will be the extreme aggressive defense weapons described earlier and in fact any electrically controlled defense devices can be remotely controlled not only by this sophisticated PFN, but even by the simplest PFNs, while viewed by the sophisticated PFN or surveillance video cam and controlled remotely. And with these two functions combined any and all

equipment operation is achieved through remote control and monitoring all as part of an entire local network that gives greater security options. This provides tremendous back up and force to any security system with constant alternatives to regain control and stability in a threatened security environment and/or situation with the least risk to all life, which will always be proportionate to the skilled personnel, controllable equipment available, circumstances and the choices they make, which whatever they are; they can always be accountable ones in local memory and in the system's network.

Returning to the center of the page and specifically the lower center there are three boxes displaying the two levels of on board memory storage with three accompanying numbers 105, 106, 107. These numbers are used to delineate the different types of memory storage devices and not the actual number of devices employed in any specific PFN system. The reason the numbers are used is because these are the present day prototype developments and are listed as present technology, however, due to the vast improvements in memory capacity with all the many different technical variations the invention does not limit its claim to these specific devices and systems that might be employed into this secure PFN interface as the only modalities to establish accountability on board in the PFN.

605 Points out that these data storage components and in fact all the PFN devices and components are detailed extensively in a previous patent application. However, the planned universal prototypes in the security area will be detailed presently as to the proprietary devices components and PFNTRAC/FACT/THS/CEW system accountability functions. All the prototypes will be completed as detailed in this formal patent application. The TRAC/FACT/THS/CEW plus any application specific programs for Home management, Commercial management, Controlled Security Technology, Mobile management for both surface and air transportation systems. All of these will have master control centers and multitudes of commercial servers interfaced and inter linked. This is only mentioned in this most sophisticated system of the PFN but all variations of the PFNs will be appropriately linked and functional through TRAC and FACT unless they are DES specially isolated.

606 is the physical recovery of on board data as has been described thoroughly in figures four and five and of course this more sophisticated communication PFN has the off board data storage in the monitoring and control system, which is limitless in the dial up services it can send its encrypted data to. This is not so with the two-way pager systems they must rely on a specific page service provider. And all the two-way RF systems are only limited by the amount of transceivers able to receive a signal.

608 is TRAC the programmable and modular software and varies in structure and format based on the different hardware implementations whether it is COTS based, PC, Programmable Controller (Stamp); Or if it is custom, logic Sequencer, micro processor, FPGA (field Programmer Gate Array) or a custom gate array. Even though these are not all displayed in the three figures in this application all of these hardware options will probably run some form of TRAC/FACT software at

least in some application and therefore should be included as hardware implementations or firmware implementations or even any form of modular software for this technologies PFN/ TRAC systems including FACT, CEW, THS or any of the application specific software systems Home, Commercial, Control high, medium and/or general security and/or mobile control and management for either surface, land/or sea or air and space.

All TRAC Interfaces and their Software will have algorithms for BANK/Stock Exchange and all sorts of payment industry Financial Transaction Products . Many of these will be supported by pre-existing COTS products and managed through the protected primary focal node hardware and TRAC/CEW software 128/64 bit commercial off the shelf products presently, however, the full nature and scope of this invention is to support any security protocol that is a accepted financial standard and this up to date banking and automated wireless and hard wired payment industry capability is and always has been a most primary stated goal and purpose and most definitely falls with in the nature and scope of the invention and its general purpose to receive real-time payments for fee for use applications or penalty assessments for improper or unauthorized and/or abusive use.

There will be other accountable programs for remotely piloted vehicles RPV however, this technologies proprietary PASSS software for the automated slow stop and securing of a vehicle in a stationary position. And this technologies PAGSSS software which has numerous variations but basically it is the proprietary automated guidance slowing stopping and securing of a vehicle through remote control as an evolution of PASSS. Other software specifications include the use of a Commercial:128/64 bit Encryption for web transactions. And for high security in government and military applications: DES the (Data Encrypted Standard) To be modular and programmable or even physically insert-able chips into PFN/TRAC/FACT COTS products for rapid conversion to high security and/or military operations.

All the present interfaces and connectors are named extensively in the related patents however, presently the Automobile industry is planning to start a standardization effort for electrical connect-ability of accessories. This concept technology has been the major focus of this invention throughout all the related patent applications to provide an accountable protected local control center that can electronically log, interrogate and inventory as to each components ESN and/or it ESN software or identification designation into an operation PFN inventory of guest devices. This log is updated on every up boot of the system , new device installation and periodic inventory checks as a primary procedural function of TRAC and FACT software. The PFN/TRAC/FACT will report any new inventory components and check it against any National Registry Alerts compare list as a standard software function (understandable to anyone skilled in the art). The full application of the National component. device, part and equipment registry is detailed in this application extensively in figures 16, 17, 18,19 20, 21 22.

This invention has been develop to organize and coordinate an accountable electrical interface

for every type of electronic equipment used on any type of equipment and provide a tracking service to control any illegal unlawful, unauthorized and/or dangerous use, misuse or abuse of equipment and/or to help thwart any criminal or negative impact on society, its economy, the environment and/or any of societies infrastructures. This is accomplished through the TRAC/FACT system of identity tracking that will require legislated law rules and regulations to be applied to this great innovative technology's national part, component, device and equipment registry that can eliminate theft, misuse of property and make any and all components fully accountable for their actions in remote and automated control scenarios but also their impact on others and the environment. Of course the proper rules regulations and law must be constructed for this accountability tool and it must meet the real-life test of fairness to all, but ultimately product quality assurance, public safety, national security, and crimes of stolen property (all electrical components) can be handled through the PFN/TRAC/FACT system for normal life situations in the most fair and accountable manner.

With all this in mind this invention looks forward to participating in any standards effort to develop H-Rel universal electrical connectors, and can offer actuators, sensor protocols, security FACT chip signal systems for use in aggressive automated and remote control devices which can reach deeper into a standards effort in this area to develop this National Registry detailed in figures 16, 17, 18, 19, 20, 21 & 22. This technology will be constructing prototypes with these interfaces anyway and a collaborative effort is always welcome when ever possible. Telephony is another industry interface with Digital Cellular, PCS, and 56K modem, Pager Technology as well as the varied RF signal and light transmission equipment. Which are configured to run all the PFN/TRAC/FACT/CEW and/or the high security programs like THS with DES chip insertion.

These last three figures have been taken from this technology's high security application because these are the hardware components that will support the Trusted Remote Activity Controller TRAC/FACT software systems for all normal PFN systems and in the prototypes. This technology has provided the security descriptions to maintain the versatile COTS quick change of standard commercial cost equipment in a high security application and to still provide secure integrity to this HS application. This technology provides general cost and time conversion savings and versatility from normal life remote and automated control systems to high security applications. This is accomplished by creating an protected secure environment of accountable record keeping to perform automated and remote control activities for society and its institutions with all the locked compartments seals and proper laws governing use and access to critical areas (to be determined in the standards effort and properly legislated into law for the local secure areas in the PFNs. The same standards effort would also create the governing guide lines and device use for the TRAC/ FACT system on and off the host equipment and help legislation to create a constitutional laws rules regulations governing the programs use and setting penalty and crime statutes for its miss-use to insure the proper public safety, national security, and respect for the individual citizen's privacy are guaranteed.

To demonstrate the versatility of the PFN\TRAC system and its uses. No high security strategies or specifics will be detailed here and they would be worked out by the appropriate authorities and downloaded into the respective PFNs or physically installed to perform their approved security and defense tasks. This technology is well aware that the military and their suppliers have developed much of the robotics system for combat today and combining, connecting and interfacing our standard protected PFN control center on normal every day equipment with its FACT software higher security application involving DES/THS is our main consideration and contribution to the extreme aggressive conditions that might require police or military robotics options. Ideally the invention may serve as an electrical platform either added on or already existing to monitor equipment movement to track supplies and provisions in a treaty agreement etc. and/or supply unmanned multi lingual policing in hostile areas with out having mediating military in harms way. The TRAC/FACT/DES accountability aspect will serve well to properly use automated and remote controlled force in real-time anywhere in the world and fairly review that use thereby keeping it at the correct level and help and to present the truth in any conflict area to aid in resolving mis-trust and paranoia and separate it from real threats and fear .These Protected Primary Focal Node Trusted Remote Activity Controller software programs to perform accountable aggressive remote and automated control through PASSS (Slow Stop and Secure all vehicles and/or equipment) PGASSS (second generation Guide Slow Stop and Secure) running Commercial encrypted payment industry on the Web CEW and all the application specific management PFN programs like HMS home Management System, Commercial Management Systems CMS Mobile management systems MMS Control Security Technology CST Federal Access Control Technology FACT or the high security applications Trojan Horse System with DES Data Encrypted Standard. PFN\TRAC\PASSS\PAGASSS\CEW\HMS\CMS\MMS\CST\FACT\DES\THS

Application specific software systems will provide for an organized development of this technology so that it marries well to a democratic and free society that has embarked on the technical road to mass data gathering management and memory storage, while it respects the individuals rights to privacy by providing accountable protocols for access to personal or privately owned data gathering equipment. Because PFN\TRAC can provide objective records in a constitutional manner for all, disputes it will become much more clear and easier to resolve disputes, and open the road for humanity to share control of all machinery with other individuals and automated control systems. The PFN\TRAC system can provide the means to value operation and system use as well as individual failures of man and the equipment, and in many cases provide fail safe systems as well or a least detect when a system has failed and become unpredictable and unaccountable. This invention is an ideal way to usher in the shared control scenarios of man and machine in the future in a sane and fair manner. Of course the use and the laws governing any abuse will be determined by the people and their duly elected governing bodies and appropriate government agencies police systems civilly and armed forces globally. Policy will be determined by the appropriate levels of governing organization for the

strategic and/or defense use deployment and protocols of the PFN/TRAC/FACT/DES systems with COTS products around the world. The invention can help manage and/or control and witness altercations and disputes to provide fair and correct review and accountability for the events and actions taken. And this invention could of course be coupled with world organizations and all involved nations to determine application and use whenever conceivable and possible. These areas would be legislated and laws rules regulations and all the appropriate legal structures can be addressed and put into place to preserve the best quality of life possible for the individual and their society. The PFN/TRAC systems can create a fair deal trust among all societies, but it still requires all the people to accomplish it.

This figure six was used to explain the total social impact and growth of this technology and figure 6a will show how the invention stays current with the future developments and still provides all the properties and qualities, while the technologies merge and consolidate together. This is done to leave no doubt in anyone skilled in the arts that the total impact and development of the invention has been visualized and is thoroughly detailed for its full technical nature, scope and value but also, for its total use impact on humanity and the environment for the present and long into the future.

FIGURE 6A

This figure is devoted to showing the future merging of communication technologies with micro processors and greater memory storage and conversely greater product capabilities and efficiency both in size and function. It has been created deliberately to detail out a good clear commercial evolution of consolidation of technology in the (PFN) so anyone skilled in the arts can easily structure the most cost effective combination of COTS products or components to create the best PFN for the present time and into the future. It also has been done to clearly show that all these developments were planned and detailed within the related patent applications to keep the invention current in the future.

6A1 is any and/or all telephony technology from land lines to cellular, wireless and/or satellite. 6A2 is any and all radio frequency equipment both receiver, transmitters, and/or any combination transceivers that are interfaced in and through the PFN. With the continued development and combinations of circuits and devices both 6A1 and 6A2 will be combined and interfaced as is the case with some phone radio system, e.g., like NEXTEL products and Motorola has other radio and telephony combinations including pager activities. So it is obvious that these will combine into one personalized communication center and that this multi device will be a functional interfaced component in this invention The PFN/TRAC/FACT/CEW. For this reason this invention claims the ability to interface and protect and make accountable with all the forms of communication and locating equipment that will also be interfaced as well as many processor function and the ever increasing memory products available. So 6A1 through 6A4 is for seen as commercial consolidations that will be used in the PFN with more universal circuit use of the same hardware but still all fall with in the nature and scope of the invention because they are all presently individually addressed interfaced

and used in the present description of the invention technically and functionally. Continuing on 6A3 is one and two-way paging technology of both receivers, transmitters and/or transceivers. 6A4 is any locating equipment GPS or combination cell phone and locating function, Lorands or radio fix locating equipment LoJack, etc. In the earlier evolutions these will be separate devices and/or parts or components coupled together through hardware which will accommodate both power and control signals to the super modem which is part of the 6A PFN core. This hardware connectable structure is termed the multi-bus Comm Link. It will support a universal plug and play capacity of standard varied connections as has been described in PCT related applications for backward engineering and will also provide digital control signals modulated on the power line by the super modem to the individual devices and components which will be individually addressed by the PFN programming through their individual FACT identity chips and then given the appropriate data ESN/LOT#FCC spec or any other product control and ID data. Then when all components registered by their manufacturer in the National Registry at point of shipment to the commercial market and secondly confirmed when in use in real-time by a legitimate owner and at the point of installation through the PFN and uni-buss super modem at present completed automatically by the firmware fact chips install by the manufacturer and the FACT software operating in the PFN/TRAC system. This is detailed more extensively in this patent application

6A (UTU) The super modem also supports the uni-bus internal link in the same manner. This is not per/se a new Modem or modem design standard. But the integration in the PFN first level converting circuits to be incorporated and handle application programs from the host machines application specific activity controls and sensors. It will allow for standard connectables with special adapters and also provide for a control signal which is a modulated digital signal sent out on the power lead to individual activity controls, sensors, operator telemetry and to handle Audio and video digital signals.. The super modem 6A(UTU) is a universal transposing unit and will be able to handle analog to digital conversion, digital to analog conversion, all encoding, decoding and encryption processors either in its firmware or in its installed software running in the mini-computer section. This modem section can in the future be integrated directly into the communication devices and/or combined with the mini-computer section or they might well all be integrated together in hardware and accompanied with the FACT main processor software (that is system or component failure sensitive with memory storage to confirm functional reliability and emergency power supply and charger circuit as one single protected and sealed protected PFN integrated circuit. If so this is still within the nature and scope of the invention and its purpose. Also fiber optics as was detailed in an earlier PCT patent application and may be used to carry control and monitoring signals. In this case the appropriate sensor and converter would be part of the super modem interface and any responsive peripheral circuitry.

In the Multi-Bus Comm Link there will be a universal antenna buss properly shielded grounded and/or filtered to provide lower or no noise. Or this universal antenna will be run separately.

Ultimately 6A PFN Core will incorporate 6A1 through 6A4 with memory storage 105 through 106 in one self contained protected containment and integrated circuit with a uni-bus internal interface connector link for any and all past present and future accessories desired.. 6A4 and 6A5 illustrate this present interface capability. It should be well understood through this figure that any consolidation and/or combination of communication technology, computing, or controlling processors and memory storage that is used to monitor manage and control man and machine interaction and individual activities from a protected environment and provides accountability falls within the nature and scope of this invention.

FIGURE 7

Depicts a security enclosure and in this case illustrates a nuclear scenario, which would require unique types of monitoring and remote control devices. This could be any security scenario for any installation with application specific requirements which would determine the specific peripherals with any variation of protected circuits. But with same purpose to. To monitor and control a restricted secure area with accountable remote control and/or robotics from either a local, regional, and/or a global monitoring network which is also maintained with secure communications.

700 is the gate into the secured or fenced in area with a PFN which will receive a signal from any vehicle \ equipment entering the restricted area. The signal will contain ESNVIN and/or SR numbers or any specific identification information for any vehicle and/or equipment being brought into the compound. Also any personal identification and/or fingerprint and/or PIN verification will also be a requirement for any accompanying personnel. If the proper identification is authenticated for an authorized entry the PFN will activate any gate motors and permit entry, even in a un-manned setting if the environment is uninhabitable for humans or is part of a desired automated an or security protocol.

701 all the way up in the upper left hand corner of the figure shows a guard or observation tower that could also house the local computer monitoring and control terminal like the one represented in the drawing by the little picture of a man at a computer terminal 300L in the lower left hand corner. There is a dotted line that goes all the way around the entire compound which is a security fence and/or any other access restrictive devices or barriers as indicated by number 705. All of these devices can be either linked or solely operational with long and/or short range wireless communication technologies and/or land lines if so desired and as has been maintained and detailed through out all the related patents. Just down from 701 is some trees just outside the perimeter fence and this is another PFN which can be application specifically designed to do a number of functions. To either control video surveillance systems, report on environmental impacts on the surrounding area of the compound, air, water, soil sensors for contaminants, toxins like radiation biological and chemical wastes. When these PFNs are not connected to a host piece of equipment that does not generate electricity or cannot be supplied a charging current for the emergency batteries the PFNs will utilize solar cells to maintain the

power supply in adequate energy levels. This charging option has been described in related patents for automotive applications in remote areas where a vehicle has lost its power plant and the car storage battery is either discharged, disabled or removed. The PFN emergency battery would be recharged by solar cells aesthetically and stealthily place on the top surfaces of a vehicle to retrieve solar energy and convert it too a charging current for the PFN to send out or transmit emergency signals. This same system would be utilized for the PFNs that are to report on the security environment where there is no standard means to re-energizing the PFN batteries. All PFNs are designed to have their own power supplies which is once again an added security feature.

702 shows either satellite reception and/or transmission capability from some security compounds and/or government installations using high security DES and DET systems for direct satellite networking. These are special frequencies and if a necessity they would be the radio communication systems in the secure PFNs or they would use short range transceivers to the local monitoring gateway computer terminal and rely on a repeater function of the gateway to send the satellite the signal.

703, in the top middle of the drawing, is a phone to indicate that the monitoring and remote control system is also hooked to land lines . These land lines in the high security application will be Data Encryption Terminal (DET) in which chip sets will be in the gateway computer modem and/or terminal hardwiring to send sensitive data encrypted and also on any computers networked with the it. Directly below are two PFNs one on any back up oil burning super heater or boiler for steam generation and the on the nuclear concrete steam generator and containment exhaust. These can be placed in areas that are difficult to access and rely on secure wireless communication and/or be used as back up to any pre-existing sensing system already in place to monitor exhaust gasses, toxins and/or pollutants. They can be used to activate vales as primary or secondary backups to hardware systems. And of course any hardwiring system would greatly benefit by the secure containment and multiple accountable data storage. The smoke stack applications for PFN monitoring are only suggested possibilities the PFNs can be structured and set up to monitor and control and functions , the equipment, personnel and environment.

704 shows a video camera that is part of the perimeter security or surveillance system and is either hardwired directly to the local gateway computer system and/or controlled through the wires. Or it is reliant on wireless systems with the correct level of a encryption technology (DES, PGP) to restrict any general access to the sensitive video images being broadcast from any interior secure areas in the installation or compound. 704 video camera can also be mobile as already described and claimed through out all the related patent applications. Most of the remote control mobile equipment will be outfitted with video cameras to keep accountable visual records on any and all remote and automated functions with the more sophisticated 2 way radio and cellular phone configurations in (fig 6) capable of reporting these encrypted signals back to at least one remote location thereby providing this same

data to any network configuration if so desired. PFNs could be all that is needed for the controls of any electronic camera guidance control of servo motors and their relays and/or any solid state electronic switch systems and/or mini processors being utilized as the control circuit.; if the standard land line communication system and/or main power was discontinued due to any difficulty or elevated expense in providing a particular camera in a specific location with these necessary component services to energize it and provide a communication path way. This could be done as a back up consideration or as the most optimum modality due to expense and environment. Once again these PFNs could rely on the same energy source that energizes the camera motors if they are hardwired or on their battery power packs which will be recharged by camouflaged solar cells that would be application specific to the requirements of the PFN and camera demands for any electrical current or energy requirements per time of use scenario. This would determine the size of the storage batteries and the number of solar cell required to service any battery power pack and system use.

Directly below the camera is a chest or locker which represents a secure containment and/or vault that will be housed in a underground pit or secure structure to store dangerous substances, e.g., radioactive products, by-products, and waste, Bio and medical products and waste, chemical products and waste, etc. There is around the locker a radioactive warning sign but there is also a bottle that is being used to represent the primary container for any of these toxic substances that would be stored in the special containment locker. The bottle could be medical, bio, chemical, and/or nuclear waste (As being developed by Westinghouse and others (theses special glass containers are to secure nuclear waste in storage.) The beaker just above the box represents a sensor or set of sensors and in this case of either chemical and/or bio sensor array with a PFN attached to it.. These application specific sensor arrays would be placed in the soil surrounding the containment and/or positioned to sense the surrounding atmosphere and/or submerged in any area ground water supplies, e.g., aquifer, lakes, streams, rivers, bays oceans, etc. They will be sensing devices and/or device arrays capable of recognizing, delineating, discriminating and quantifying specific and different substances and the amount and/or strength and/or any concentration and/or contamination and transduce this data into an electronic signal which then will or could be encrypted, generally modulated and transmitted over a PFNs communication frequencies and devices in the more sophisticated 2-way systems (figure 6, but also possible in (figure 5) the less sophisticated two-way page protocols, e.g., REFLEX TM); and/or merely stored in the data storage section of the simplest one-way PFNs for physical retrieval by a person or another automated robotics mobile device with PFN control and the earlier mentioned connectable data extractor and extension coupling innovation and/or interface for data transfer and retransmission to at least one remote gateway and any accompanying network system. Directly below the chest or vault is the equipment that would deliver the toxic substances and pick them up from their places of origin. There is a PFN on the fork lift or any support equipment that would be handling the hazardous materials from the transport trucks or rail cars or ships or planes. These pieces of equipment

will have what ever sensor array that is application specific to complete their tasks appropriately, e.g., Radiation sensor that can convert the amount of RADS present around a sensitive containment vessel or area. And convert this reading into an electrical signal (Transducer) so that the electrical signal will represent a level of RADS on the Rankin scale that can be associated with safe levels, dangerous and harmful levels. These levels will of course be established by the appropriate government authorities, e.g., Department of Energy or EPA National.

Special sensors Like the "NOSE" that can sniff, smell detect or identify substances 2000 times better than the human nose and its accompanying comparative software that discriminates at the molecular and the atomic level in some cases is an ideal application specific sensing tool to uncover explosives, biological toxins and dangerous chemical agents with as little or no human contact in high security installations around the world, and then to secure these dangerous substances and report around the world in a secure manner to organize and protect. safe environments and controls over much of the terrorist chaos without invading the normal citizens movements and maintaining professional courtesy and respect. for the individual while increasing security awareness for the real threats. Of course all the metal detectors, phlorescopes, MRIS and/or x-ray scanner technologies can be employed and supported by the PFN proprietary computers and video cards as well as interface with any pre existing system to record and report and manage that kind of data if so desired in the manner in which has been described through out the entire group of related patents.

FIGURE 8

Illustrates the many varied high security purposes of the installation secure area system depicted in figure 7. It shows some of the governmental uses, and commercial applications for a secure installation , that are hazardous and can be enhanced by unmanned operational functions, e.g., oil, gas and chemical plants, medical waste and sewage facilities, nuclear substance use, and nuclear waste storage and a multitude of other science , energy technologies as well as monetary processing either in hard currency or credit - debit data.

Figure 8 shows the same physical installation compound , but this could be any type of installation and employ any number of different type of physical barriers and electronic protection and monitoring devices and systems that can be part of any preexisting security system or controlled though all the varied PFNs in a networked system. 800 is a block of many of the high security government buildings structures installations and government agencies . e.g. military, political institutions, government branches and embassies. 801 represents financial and monetary operations and institutions, which can range from Fort Knox , the mint installations to banking operations armored vehicle tracking and travel path with time and place records in three places in real time along with real time audio, video monitoring of the entire operation. 803 is a satellite that could in some high security government protocols be solely operated by the military and have no commercial applications and/or it could be a com sat or commercial and governmental capability with DES and PGP and even

unrestricted general transmission capability. The world wide web can be utilized for the PGP encrypted security system and provide very good security of these PFN monitoring for phone , wireless and land line systems if the goal was to have a reasonably secure system very inexpensively. However most probably for any real high security and/or restricted government protocols these will be isolated transmissions on DET Data encrypted terminals with DES data encrypted standard chips with physically isolated sides for sensitive and non restricted data in any transmission or transfer at any level . Either here on earth or in subspace through any satellites.

At the very bottom is 802 and these installations can be operated by governments and/or corporations and represent the chemical industry, medical field, fuel oil and gas industry and of course the nuclear industry as depicted by the figure 7. 300 w on the globe represents that the monitoring and remote control network can be set up locally regionally or sectional and world wide if so desired and have any and all capabilities to monitor and control as determined by the company wishes or security protocols necessary to properly protect the installation and its purpose as well as the would from any inherent dangers it possesses to the community.

The 700 figures have all been described and detailed in drawing seven as well as 300 L local monitoring and control station or gateway if networked from the local level., however any phone node that is capable of receiving and transmitting a conditioned PFN signal can act as a gate way to any desired network system combination . All that is required is that the proper encrypted hard ware and/or firmware and/or software be in place.

FIGURE 9

Is the first page of two pages listing the allocation of frequencies and naming what they are being used for these frequencies change from time to time but are being listed here to demonstrate that the invent can and always has been able to utilize any frequency receivers and transceivers in a PFN. However, as has always been maintained some digital and specifically those that are full video applications require enough band with or a conditioning of the digital signal through co-panding or compressing and decompressing through a chipset processor on both ends of the transmission in some case.

FIGURE 10

Is a second page showing with more frequency allocations and named purposes and descriptions.

FIGURE 11 Trusted Remote Activity Controller (TRAC)

First a review of TRAC operation and implementation which is the basis for the functional accountability of the invention.

OPERATION

The Trusted Remote Activity Controller provides all local vehicle or device control and event storage relative to PFN protected (Primary Focal Node) operation. It interfaces to an RF telemetry link, which may consist of a one or two-way paging system. More sophisticated links could be used such as digital cellular or PCS (Personal Communication System). Typically, a Remote Management System (which may be as simple as a single page, or as complex as a controlling PC or Server) initiates a TRAC function, such as an automated slow, stop and secure sequence. The signal or paging command is received securely (via encryption) and decoded by the TRAC. Optionally, a local display or audio speaker may provide local status of the TRAC function being executed, with appropriate progress tones, voice queues or displays to provide a local operator feedback relative to the progress of the function. In performing the function, all Activity controls are initiated by the TRAC and monitored by the TRAC from start to finish. This is accomplished through feedback sensors. Feedback Sensors may be electrical, mechanical, fiber optic, infra red or other technologies. Since the function being performed requires a high level of accountability and trust that the sequence was in fact executed properly, every step of the process is monitored through appropriate feedback sensors to attain the reliability and trust required. This positive feedback in the TRAC is the key feature which distinguishes the TRAC from other electronic or software controllers; making it a fully "trusted" system for the task being accomplished. Additionally, all events and status relative to the function are recorded locally in the Local Event Storage Memory. This is termed the System Function Data. The level of redundancy in storage of System Function Data and the level of additional feedback and checking required in order to verify the Activity or function was accomplished properly, is directly related to verification requirements. These requirements may be regulated and approved by local or federal law, law enforcement or insurance agencies, World Bank, EPA, ICC, SEC or other regulatory agencies. Interim progress of the sequence, activity or function may be optionally transmitted back to the remote management system through a 2-way phone or paging link. This may occur as the function is executing or may be programmed to occur after completion of the sequence. In any event, local, redundant storage of the event is always contained within the PFN for subsequent or simultaneous retrieval of event information and proof for accountability purposes. The PFN enclosure and TRAC monitoring of tamper sensors guarantee the information has not been compromised. Other types of information along with the System Function Data may be stored in the TRAC Local Event Storage Memory. This auxiliary information may include digital or analog data not directly related to the function being monitored and executed, but important for evaluation and determination of liability, collection of evidence or environmental data. Examples of these include road condition information or surveillance audio and/or video.

IMPLEMENTATION

TRAC implementation may be accomplished in many ways, depending on space or funding constraints and level of integration required for the system. A PC-based system may be in the form of a desktop system, laptop or embedded system (PC 104) with a dedicated DOS or Windows based TRAC program, consisting of machine language, Basic, C, C++, Visual Basic, Visual C or C++, or other high level language which accomplishes the TRAC function through software control.

Interfaces to the System Under Control (SUC) may be accomplished through appropriate I/O cards, either analog or digital. PC compatible Modems or Cell phone interfaces provide the interface to the Remote Management System (RMS). SUC and RMS interfaces may be in the form of ISA, PCI, PCMCIA, VME, Compact PCI, Future Buss, or other commercial interfaces compatible with the PC-based system used. More compact and custom implementations of the TRAC may consist of dedicated state machine controller implementations in which TRAC functions are executed through embedded firmware. These implementations may incorporate multi-chip solutions using EPROM or EEPROM interfaced to Arithmetic Logic Units (ALU), I/O ports and discrete memory elements. They may also be microprocessor or microcomputer based. A large variety of board level products are commercially available for such an implementation. Single chip or high density implementations might consist of Field Programmable Gate Array (FPGA) or Application Specific Integrated Circuit (ASIC) based devices. These implementations may incorporate all sequencer, firmware, I/O and storage functions on a single device and would provide the highest level of integration and smallest size. Display, Video and Audio (Auxiliary Data) for the TRAC can be in many forms and types. These may range from analog systems, in which tape or other magnetic media store the analog signal, to digital systems in which data is stored on hard disks, EEPROM or RAM. Data format may be modulated through FM or AM, compressed, packetized or otherwise encoded for reduced bandwidth or for transmission over the Internet (packet audio and video).

FIGURE 11

This figure of TRAC is a more detailed description of this technology's proprietary programs interfaced in the programmable and modular TRAC, for mobile management, commercial management, home management and the control security technology applications detailed throughout the related patent applications. In this drawing the cube labeled TRAC displays all these Application Specific Software programs (ASS). This software is programmable and modular. The TRAC software can be in the form of hardware with embedded software or firmware, or it can be modular software running in processors controllers and/or computers.

The Software / Algorithms will accommodate Bank and stock exchange Transaction products, which will be supported by this technology's FTP Financial Transaction Program. This program will do as much as possible to support run and route any COTS products best suited to the owner of the host equipment and their choice of commercial servers, but eventually all programs will meet certain

securities exchange and banking standards. This technology plans to utilize Commercial:128/64 bit Encryption for Web Transactions with the present proprietary software program to support and interface most of the secure commercial exchange products with all the pretty good protection PGP software COTS products available today. This is labeled Commercial Encrypted for the Web. CEW. These transactions might be used for service billing for privately managed credit card account service companies etc. dealing with a specific clientele and their equipment. This system could provide inexpensive direct billing to personal and company E-mail addresses, rather than going through a large bank card programs with all their expensive costs. And the bank card companies would utilize the financial transaction products FTP product constructed to provide the adequate security protocols for a secure track able transaction record including identification for equipment and personnel, as well as, time date and location of any transaction. (Finger prints and pupil recognition hardware cameras and sensors, etc. would be employed along with the accompanying software algorithms to document and authorize as well as, authenticate any transaction. However, initially the key pad or any interfaced phone number pad will be utilized to provide personal identification numbers PIN numbers for the transactions).

FACT is the federally authorized control technology protocol and/or standard. This program will take priority over all running programs on any PFN equipped piece of machinery equipment and/or vehicle. It will be used by law enforcement and authorized government agencies for national security and public management and/or crowd control in extreme cases such as, a declared state of marshal law. It will be a priority system over all host equipment functions including financial transactions to insure fair and stable pricing in providing necessities in a ravaged and/or compromised area. The financial record can be reviewed later to determine any improprieties exploitation, and/or profiteering that occurred and is so prevalent in these kinds of circumstances.

FACT will also be responsive to special reserved RF radio signals for police and official government access as well as be responsive to specific coded and encrypted messages sent and received on any frequencies. This is to allow immediate individual communication and control of a vehicle and immediate communication and control of all vehicles and equipment in an emergency. A standards committee will address the specific protocols for the utilization of this function and law, rules and regulations will spell out the guidelines. And with TRAC in a secure encasement with local memory and remote redundant memory at a triage level if not totally accommodated; accountability and analysis of any such event will be made easier and more instructive for any future events. FACT program will be accessible by the police, law enforcement, and/or traffic enforcement system and police remote control command tools, that are capable of locally identifying a vehicle and controlling a shut down of that vehicle in the manner well detailed in the related applications for this technology's proprietary "Spider Eyes program" or for any smart car and/or interactive highway programs. Of course, law has to be legislated and rules and regulations made and well understood as to the manner of

engagement and the procedures to use these devices and systems to preserve respect for the legal rights of the individual as public safety is being served and provided. The laws are clear and exist today. Only the rules governing the use of this technology have to reflect the true intent and provide accountable record for the law.

FACT will have varying degrees of security protocols all the way up to and including DES data encrypted standard at certain levels for any and all equipment if so determined necessary in the legislative process. And this technology provides for the use of such broad government management and control through a modular modality to be deployed physically in chips and/or activated as pre-programmed software in any processor, for special situations as authorized and agreed upon by the appropriate governing bodies for domestic civil situations and/or world peace to insure fair treatment and management in these hostile situations.

FACT has been designed to be set up and governed by the United States democratic process as a master control standard for this technology's machine messaging network and to include the world wide web to comprise an MMN on the WWW. However when this system is operated around the globe each stable nation state, would possess their own encrypted control code for national security and also have their own security protocols for any sensitive data processed by a PFN through TRAC software system and/or communicated on the MMNWWW.

In hostile areas of civil unrest the same world organizations could address and mediate with any warring parties in the same manner they do today to negotiate a peace settlement. However with this technology any agreed upon accords or treaty measures could be written into software programs and downloaded into PFNs with this TRAC software to monitor and remotely control and/or use robotics to referee the terms of any agreement. The PFN TRAC system can be installed and/or activated in any and all equipment to help in the processes of nation building to insure fair exchange between the warring parties and to insure any aid efforts are guaranteed to be utilized in the fashion intended. Also the management and control systems can serve to better follow the actual behaviors of the agreed upon hostels with out interfering or intervening or introducing any other new groups (Troops, etc.) or societies directly into a localized conflict.

The PFN TRAC system can be given a progressive array of tools to help safe guard any agreed upon peace. This technology can give audio instructions in the appropriate language and repeat or site the agreed upon terms when they are violated. This accomplished by the monitoring of improprieties with the hostile parties and/or persons. The technology will record incidents on location and in the remote monitoring and control center. It can then aggressively intervene from the authorized monitoring and control centers with varied levels of deterrents all the way up to full lethal weapon deployment and use. All these actions are tracked and stored in memory systems both on board the PFN and redundantly in a plurality of remote locations. Accessory deterrent systems FACT, CEW, FTP, are all the primary programs that are a part of TRAC's secure communication links to any

remote management and memory storage computer gateway or node that can network with any host machines ASS sub-programming modules. This primary programmable TRAC module software will prioritize communication from the comm. links as determined by the standardization efforts for accountable remote control as per application specific protocols and real life social economic and environmental circumstances in real time. Local memory storage and time are both kept as part of the TRAC programmable Module as well as, the application specific programs for management and control of society and its equipment.

The Mobile Management would have application specific programs for remote piloting of a vehicle. (RPV). And most especially this technology's proprietary PASSS program, which stands for proprietary automated slow, stop and secure the vehicle. And the secondary modality of the this proprietary automated shut down PAGSSS proprietary automated guide, slow stop and secure. This of course can in part be accomplished through remote control if so desired. M-ASMP stands for mobile application specific management program. This is any number of basic programs that are now completed by OEM PCMs that will be monitoring vehicle sensors and operating activity controls, as well as, accessory sensors and additional controlled devices made accountable through an interfaced TRAC equipped processor in a PFN. These standard mobile application specific programs will provide service data analytical and repair data, environmental testing and feed back of the equipment

Commercial Application Specific Management program C-ASMP is designed to provide specific service data and remote analysis functions, as well as, control any machinery or equipment from at least one remote location and/or to shut it down for emergencies or in accordance with any financial arrangement. leasing , taxing, etc. Also, monitored is any environmental data, or any application specific data like fuel or energy use or resource use water, air, etc. Some other general application specific areas for the commercial management areas are; industrial, agricultural and construction.

Home Management Program H-ASMP is another application specific set of programs that can offer home nursing telemetry for specific physical conditions.

FIGURE 11A

This sheet lists the TRAC interfaces and software possibilities. PFN/TRAC utilizes on board locating systems such as GPS, automated RF triangulation with algorithms in conjunction with the electronic payment industry software products to do away with any need to slow traffic up for toll booths, toll transponders or fuel tax, etc. These functions can be accurately and quickly tabulated electronically through the PFN/TRAC monitoring and management system. Of course, there are many other uses for the electronic payment feature including, evaluating alternative energy vehicle use and impact. This local system keeps a record on board and can be downloaded for accounting purposes and security checks. Commercial and military uses are detailed in one specific writing and much will require the proper authorities to develop protocols and administer.

One additional important point is that with PFN/TRAC System accepted and standardized, normal Commercial Off The Shelf COTS Products and vehicles can quickly be converted for high level security protocols through the PFN/TRAC System of modular component hardware changes to the uni-buss and software programmable system changes. Plug, Play, Program, Protect and Preserve are the five P's of the PFN/TRAC System. This attribute can also be useful for embassies, military and law enforcement to rapidly increase their high security equipment and vehicle inventory in a cost effective and efficient manner.

Additionally, high security protocols can be present through FACT the Federal Access and Control Technology for immediate and appropriate real-time use through everyday personal equipment and vehicles made trusted by accountable technology and protocols. So they can be activated in real-time for a national emergency or an endangered public. The system could interact with a specific vehicle identified or an entire geographic grid of various vehicle platforms and equipment with mass commands. This technology as stated earlier will require the automotive industry and wireless telephony, but it must be all coordinated through the federal government and it's agencies and made accountable to the general public. The Federal Access and Control Technology FACT requires a government lead and our nation needs the government to lead here .

This is why Kline & Walker, LLC. is trying to responsibly introduce this mindful machine technology to DOT presently. We are responding to DOT'S request for any technology that can help with the driver distraction problem caused by in vehicle electronics. This request was made at the public hearing on Driver Distraction July 18th 2000

PFN/TRAC is the ultimate and needed solution to manage driver distraction and driver workload, as well as develop assisted driving technologies. It provides management and accountability to any Human- Machine Interface (HMI) and answers the question of ; Who is responsible? When, the operational controls of a vehicle are shared, replacing the duly licensed and insured driver. This sheet lists the TRAC interfaces and software possibilities. PFN/TRAC utilizes on board locating systems such as GPS, automated RF triangulation with algorithms in conjunction with the electronic payment industry software products to do away with any need to slow traffic up for toll booths, toll transponders or fuel tax, etc. These functions can be accurately and quickly tabulated electronically through the PFN/TRAC monitoring and management system. Of course, there are many other uses for the electronic payment feature including, evaluating alternative energy vehicle use and impact. This local system keeps a record on board and can be downloaded for accounting purposes and security checks. Commercial and military uses are detailed in one specific writing and much will require the proper authorities to develop protocols and administer.

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the uni-buss and software program system. Plug, Play, Program, Protect and Preserve. The five P's of the PFN/TRAC System. This attribute can also be useful for embassies and law enforcement to rapidly increase their inventory in a cost effective way. Additionally, high security protocols exist through FACT the Federal Access and Control Technology. They can be activated in real-time for a national emergency or an endangered public. The system could interact with a specific vehicle identified or an entire geographic grid of various vehicle platforms with mass commands. This technology as stated earlier will require the automotive industry and wireless telephony, but it must be all coordinated through the federal government and it's agencies. The Federal Access and Control Technology FACT requires a government lead and our nation needs the government to lead here.

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PFN/TRAC can be an optimal and needed solution to manage driver distraction and driver workload, as well as develop assisted driving technologies. It provides management and accountability to any Human- Machine Interface (HMI) and answers the question of ; Who is responsible? When, the operational controls of a vehicle are shared, replacing the duly licensed and insured driver.

FIGURE 11B

TRAC's hardware implementation is varied and described in the writings offering modalities and methods to support the hardware constructions and software/algorithms, and it has deliberately been made broad and inclusive to leave options open for the engineers in the diverse industries. This latitude, aids in achieving the detailed PFN/TRAC/FACT system and protocols and it is necessary to incorporate new as well as existing technology. The PFN/TRAC writings start with independent systems and application specific PFNS. They go on to consolidate systems and circuits through integration to provide a progressive universal PFN/TRAC System. A management system for accountable robotics and remote control including a machine messaging network on a global scale providing a local accountable communication routing system in many cases. It was created as an accountable management system for Human-Machine Interfacing HMI. The PFN/TRAC system will be an immediate development with the proper cooperation of industry, government and the public. Once again the PFN/TRAC units and system have deliberately been made broad and inclusive to leave options open for the engineers in the diverse industries. This latitude is necessary to incorporate new as well as existing technology. However, through this application and the related patents and applications many modalities and consolidated interfaced systems have been discussed and detailed to create the individual PFNS and the system.

FIGURE 11C

This is a page states the features or properties and qualities of the PFN/TRAC trusted accountable remote activity controller and accompanying system. Most all elements of the local unit and TRAC system are well documented through out this patent and related applications. This figure is to just point out the main properties and qualities clearly.

FIGURE 12

Figure 12 is an illustration showing the world and all the possible networking of systems that will make up this complete interactive data handling communication and control system, or create the monitoring network of the present invention the (MMNWWW). Figure 2 shows satellites that surround the world and triangles denote commercial or private servers and government providers; the servers \ providers are gateway nodes in most cases to land based phone service for computer net works for the government agencies commercial service companies, and/or the WWW. (ps) means phone system hard wired; (lg) in a circle is local government; [E] in a square is the emergency response; the little man is a lost child or convict; and also depicted is a tractor, boat, plane, bulldozer, factory and a car.

The radio towers are, for example, cell phone, digital and/or pager towers, and/or RF systems and the capital of the US represents the national government and the stars are other national government around the world. The triangles are servers in other countries.

This figure is meant to present the simple view to establish the concept of a world wide monitoring system to link all forms of communication networks through the inventions PFN's to create the Machine Messaging Network the (MMN) which when its data is presented on the WWW as informative accountable web pages completes this task. Society once again will have the means and knowledge to use this monitoring and record keeping system to control functions either indirectly or directly with remote control in real time. But this will and probably should be done with caution and consciousness. The reason that this world monitoring and control system is feasible and not just some inventors dream is because it is based on smaller networks which are presently emerging and already perform meaningful public desired services by combining telecommunications and vehicles together. These are not at present true remote control, automated control or any real robotic set of systems for machinery. But most definitely the invention is what the future will need to make these emerging systems better for all society. It can provide for fair revenue practices and assessing at the same time through accounting for material use and waste products with the operation of all humanities equipment and technology. And without any doubt the timing is correct to create this type of accountability to better help humanity to manage its technology economically and environmentally.

FIGURE 13

Figure 13 is a list of U.S. Government Agencies. And in fact it is actually a U.S. Federal Government Agency Directory prepared by LSU in a search engine format web page with hypertext

and hyper links and/or mosaic or gopher software architecture so that the browser can click on any under lined department or agency and go directly to that specific departments home web page. So obviously the agencies already exist and they are set up on to enter data on to the net through their own web pages. Many of these agencies already prepare data by regions if not states and local jurisdictions or geographical boundaries. Some even provide this data presently to universities, corporations and/or governments. for their research and knowledge as well as the general public. Most importantly the areas dealt with in this application as to watch dogging the environment is well saturated with governing agencies. Those dealing with the environmental, law enforcement and transportation as well as all taxing agencies and revenue mechanisms and government spending or disbursement of public funds for the local state and national levels are also available on the Web already. This makes the goal of setting up Web Account pages for local state and national very easy by maintaining a structure that will interface with the government agencies and financial markets supply its information to this format. The purpose is to develop a public product for rapid awareness of one's physical and economical environment from the local to the national level to greater insure the wise use of technology investment and create a more politically interactive public that can voice its views economically and by public comment through electronic polling in the most efficient and clear way.

Some of the national environmental agencies that would supply data to the web account pages are on page 3 of figure 13 NESDIS, EIS, NCDC, NODC and the coordinating agency Office of satellite Data processing and distribution. Some more are NMFS, NOS, NWS. As well as the office of Global programs, The office of Oceanic and Meteorological Laboratory, Air resource lab, Climate Diagnostic Center, Forecast System Lab, geophysical Fluid Dynamics. Many of these would be coordinated By EPA and the data would be presented in clear accurate packets framed to current issues if appropriate, as well as, given as raw data hyper links that the individual can click back on and find the agency and person responsible for posting a specific data framed for a issue.

Along with posting data to the web page many of these agencies would be gathering data from all the PFN's through either their area local phone nodes or networked commercial servers that transferred data to their local nodes. The agencies would then share it and store it and post it on the web account pages. They would be retrieving this data was mentioned earlier from their regional phone nodes and/or commercial servers that would be passing this data on to them automatically through special software structured by these agencies. It would therefore be a requirement of any commercial server or any provider that acted as a gateway to any government data management for a agency that they be running the agency approved software to be licensed operator Commercial servers, e.g., cell phone service, etc.

On page 18 of the Directory listed half way down the page the Federal Department Of Transportation has all its divisions listed and of course these too would be responsible for the gathering of Data in their traditional way as well as through the inventions (PFN) data transmissions, especially

in the interactive highway systems for all vehicles.

However, all agencies record their activities geographically but some don't report their issues and/or activities to the local level and the public is forced to track down this information. Ideally with the local state and national public account web pages on the web, these regional agencies can post local data and issues they have collected and are working on as they prepare their data for reports to the regional or state as well as, national level through hyper-links during the gathering and preparation state through basic programming with any sensitive data restrained. Because, there may be a need to pass some of this information through a security protocol program first and then post the data in a clear straight forward manner for the public with FAQ's.

Other areas to retrieve data from the PFN and post data to the Web account pages will be The Department of energy, and all their projects and programs starting on page 9 of this register, ultimately all agencies in their mass data management and storage programs would structure there software to support their representation on the web account pages so they can account to the public for their existence and their activities. And of course the Justice Department starting on page 15 along with all the earlier mentioned FBI programs in related patents incorporated herein by reference would be an important part of this technology's proprietary spider eyes program in reporting criminal incidences that are under investigation so that the general public can also help locally and nationally in the process to jointly police our society to provide a more democratic policing process.

These would be posted locally as described in earlier patent application incorporated herein by reference for the San Antonio Police Department, etc. as well as supplied direct FBI regional and national Data for all 4 levels of the web account page) And of course this is a main objective in providing these web account pages to the general public. If the individual is going to be ask to share some of their rights of personal privacy, but intern will be treated with personal, respect, discretion and full accountability for any and all levels of indiscretion respectively. Both criminally and civilly. These are the proper ingredients necessary to advance these present data acquisition technologies to improve public safety, national security and the individuals free and secure lifestyle with a healthy respect for privacy and thereby help to delineate social paranoia from real fear of social control of an individuals life or cost of life. The PFN accountability can keep a fair environment for all and all must relate their data to their source in any inquiry or lose their claim or position.

A better, safer and more informed society with fair play to insure all have as much freedom and security as legally possible with gathered information and for all gathered information the PFN TRAC/FACT system can insure this life condition, but it takes all of us to make these practices constitutional and proper and it takes all of us to maintain this machine messaging network and all information technology in this manner.

This sharing of data can more easily be achieved through the advances in fiber optic land lines and Internet routing systems like those developed by Cisco Systems and Cerent Industries for data

systems and the Internet. For this reason these government agency and their systems can be capable of much more management functions of their mass data and can support the Public web pages and other local government hyper-links to maximize the presentation of critical real-time data to the appropriate people in the shortest time with very little increased labor effort after the original programming. The next figure will detail out the PFN uses and illustrate how this machine messaging network (MMN)+(WWW) can function with our present information technologies and add greater control and management to our equipment use and environment resource use.

FIGURE 14

Figure 14 is the entire inventions control system from the Primary Focal Node and Trusted Remote Activity Controller on every piece of equipment to all monitoring, accounting processes and/or control and management systems from public government and every agency and commercial interest desired to the general accountable presentation of this Data to the public in general via local state and national accountable Web pages. This is the PFN\TRAC\MMN.WWW providing general data as a social economic and environmental technology accounting system for Democratic Governments through a responsible free enterprise and free communications system with all the security controls necessary to provide accountable remote and automated services world wide and monitored by everyone for general knowledge and data.

At the very top of the page is a group of ten icons symbolizing where the PFN's would be utilized. These few representative icons are by no means to be interpreted as the only places that PFN's will be utilized. They are intended to be used in some form on all pieces of equipment and/or placed any where it is determined their needs to be monitoring for public safety, trust and national security after meeting any necessary legal and constitutional requirements for their installation. PFN's can have more than one purpose e.g. they can be used to bill (through CEW applications) for commercial service or for specific service of a machine and simultaneously be gathering data on any incident or accident event or provide additional controls by off board control and/or management systems in an emergency or in the case of a compromised operator in real-time. In fact, with the development of this PFN machine messaging network into vehicles and equipment it can provide responsible good governance and/organize all machine systems in an accountable manner to insure that any abuse or miss use of these automated systems are accounted for and available to the individual citizen for public protection and retribution. Data on individuals will always be secluded and at least one step away from public review. If any individual data resulted in legal review for liability or criminal activity it would be handled in the same manner as evidence is handled today through the proper authorities and representative lawyers with the protected PFN evidence equally presented to both conflicting parties during the discovery process prior to any civil legal proceedings. Of course this is a section and set of procedures that will be appropriately legislated for the PFN by dually elected government bodies in a constitutional manner.

The icons from the top left are trees with a (PFN) box to monitor the environment, weather, air pollution, etc., either sensors or video camera or any number or types of sensing devices will provide electrical signals to the in house PFN computer or processor, which will in turn provide discernible data via varied forms of wired and/or wireless communication to either a commercial server if contractually employed by the PFN owners or to a phone node gateway to the appropriate government agencies and then on as area prepared data to regional or local web sites for the public to review (General public, educational and research institutions, commerce and industry, and all levels of government, etc.. This box is given a zigzag line to indicate a wireless transmission in a remote area but just as easily could be hard wired if available. Once again some of these monitoring devices are in existence presently, so the invention will add communication, local memory and many other assets to them if they do not have them and return their data in real time to the agencies for processing that are to govern them and any private or commercial operators that are licensed and contracted to monitor and operate this equipment and accompanying software. If these are self policing operations by commercial interests they can be given a tax rebate and assistance in their problem areas in recognizing their genuine cost of doing business in real time, but they must be licensed and adhere to any and all legal rules regulations and/or laws governing the use and handling of data as it is categorize. These governing agencies can then pass the data on to mass data management for individual alert postings that can be cross referenced for closer observations and correlations. This would be accomplished by earmarking this gathered data by the specializing agency as identified as a possible or high co-related area of interest and/or impact to other known fields of study looking for this kind of mass data input. This may be accomplished as easy as an automated E-mail and/or redundant Internet CC command/or be part of a sophisticated mass data management and storage facility capable of handling and processing all types of queries and/or it maybe a combination of both employing hyperlinks from agency commercial organizational, educational and even individual web pages. This general data will allow the public to review data and read individual findings and even arrive at their own conclusions with all the data and tolls available. The local PFN will provide the first stage of accountability for the acquisition and distribution of data and the performance of local activity controls and system management.

Any posting or CC-ing from mass storage or data management be they private, public or government agencies under the design of this invention will require total accountability for substance issuance and/or any authorization by responsible party's acceptance and records of activity and use on demand to complete total accountability for any acquired data. This data will be gathered in real-time processed and presented in as close to real-time to all if it is not sensitive (containing personal data or national security data or monitored for public safety and proper policing procedures) So, any proper storage, management and/or delivery of data will be determined by the appropriate governing agency and their demands in software for their authorized and/or licensed commercial contractors, or for their

phone node gateways or any other government agencies listed or individuals listed or known to handle any same-such data. The PFN's software will be configured to retrieve the data in an easy to handle format to simplify this process. Part of the accounting system is to be able to support this mass data acquisition system with out breaking anyone group, e.g., the individual, the governments, and/or any commercial enterprises. So to be fair and because every action is electronically traceable in the message headers if anyone's vehicle or equipment is used to capture video for the public's business they can be credited for those services and if a news or commercial enterprise wishes to use or tap into their systems to show, e.g., a traffic tie-up then they must pay the owner of the vehicle or not use the data gathered unless the owner complies with a request. The owner would be notified if their system was being asked to use its data link or sensors for any commercial request or the owner could call in and offer location viewing to the news agencies. This provides real-time news and insures accurate pay for the advancement of this extraordinarily large monitoring system to all the individuals that will support and provide it.

The next icon up on the left is a generating plant and it shows a direct black line going to the commercial servers semi circle. This is a land line phone link and also a zigzag line is present to indicate a wireless transmission if needed as a back up or for a more cost effective modality, etc. The invention could list here all the standards for air quality for SO₂ point source standards, particle point source standards, NO_x point source standards, all the green house gas CO₂, etc. However, there are government agencies and private watchdog groups already involved in monitoring this and they have established standards which can be used as a starting point. The invention will house all the appropriate sensor arrays to detect these toxin or most probably just utilize the "Nose recently sent into space by NASA. This sensing device can detect odors so insignificant that they are microscopic in origin and minuscule in volume. With the nose attached to the PFN computers running the nose software identification library files either locally or downloaded on an automated request or provided to all government agencies to insure real-time compliance for safe and lawful substances and/or matter handling providing real-time reporting of any violation in real-time to increase the proper response by the appropriate personnel and equipment in the most expedient time frame to insure public safety, national security and provide the most latitude for truly free and safe individual activities movements and freedom in the safest manner. These PFNs or industry provided units would report to the general public on a local web page and also regionally and also nationally so the public can responded knowledgeably to the information gathered and presented. Commercial Governmental, Educational and even individual citizens can respond and post discussion for hyper link and text spots on the web pages for review by all.

Many data acquisition systems exist today and they are not accountable at all and the systems are basically unregulated. Though the PFN/TRAC system structure accountability will always be provide for the use of the system with base anonymous individual data query and action unless it

embarks on the rest of society's critical data. and /or use. All of which (excluding personal identification data) will be available and prepared for the web on public account pages. This will let society help in the governance process of its private, commercial and governmental decisions without looking at any one individual's particular conditions (unless as apart of free speech that individual wants public recognition for any particular political reason) (self choice).

The next piece of equipment is a bulldozer and most of the time there is a limited amount of construction equipment but because they are forced to work in dusty environments and therefore are incredibly susceptible to clogged air systems which causes an increase in rich unused fuel being partially burned that deliver a great deal of pollutants into the air. Farm equipment as well, is inherently a dusty environment and also these pieces of equipment are in many cases working with food products and should be monitored for toxic fluid loss as well as any storage tank facilities for fuel pesticides and/or concentrated fertilizers. Both construction and agriculture equipment will be serviced in the most part by wireless -pagers with small short range fm transceivers and processors as described earlier. The RF transceiver is for networking all monitored farm equipment to one land line, transceiver where ever possible and the pagers will be used for inexpensive longer transmissions, also this will provide for the repeater function of a short range signal to a long range transmission or telephone communication line, e.g., people locator (Child find) (another proprietary device of this invention). With every land based line so outfitted with a transceiver an emergency network could be developed making every land line part of the repeater net system coupled to all vehicle PFN's. The short range transmitter would have the same one tuning crystal the same as the (tot spot) system mentioned earlier (other related patent application) this would be a specially dedicated frequency by the F.C.C. (possible from one in figure 9 or 10. Also figure 13 has 26 pages of all the government web pages already existing and these web pages would be hyper-linked from the local state and federal web pages addressing data in the order of the hyper link and interest.

Also other crucial Agricultural Data gathered can be sent immediately to the government agencies to monitor and advise the farming area. some GPS systems are employed by Archer Daniel Midland (ADM) for the governing of irrigation and crop monitoring from satellite systems. Along with the equipment and ground monitoring these systems could be interfaced and updated to return accurate crop data back to the government and to send aid and services to help a farmer or farming district in trouble due to weather or blight etc. When this was done the farmer could be given a tax break with respect to crop investment and loss. Also if the data gathered in a specific area was used for public use or commercial use the farmer could be reimbursed for the access to their electronic gathered data. For example speculators and investors in the market could best figure what to invest in.

The next icon is a factory and depending on how many pieces of equipment and the proximity they are to land lines these pieces of PFN equipment may also only have a short range radio transceiver that is in communication with a secondary node with in the company (land based line) and reports

directly to a company control system in which these machines are monitored and recorded for their operations, but can also be provided instructions from plant management directly to their operators or are operated with robotics without operators. This in house PFN TRAC network system could provide a data link for service contractors and show a history of operational readings which when run through their software diagnostic programs and/or those programs owned by the factory would limit the repair choices and suggest the materials needed to effect an appropriate repair prior to arriving on the job. This would be a great time saver and money saver. Also personal calls could be routed to the operator without them having to leave their machine or work station to answer them.

In the material handling industry many robotic order picking systems already exist and converting them to collect emissions data toxic fluid loss as well as gather performance data and perform more and greater tasks would be relatively easy. As well as, store the data either on board each PFN or (in existing converted remote control systems) which would be able to store data either on board the machine or in the secondary company node or the commercial service company or any government monitoring agency or any or all of the above.

12 O'clock on the drawing there are icons for a boat and a car. The boat would have sensors on all toxic fluids and in the bilge to determine if the fluid had been passed back into the environment or to catch it before it was if deemed safe and possible. Having the PFN on board would be a great way to increase safety and to know navigation location at all times. In areas where cell phones and beepers were unable to communicate either a satellite or global digital phones might serve as a replacement. And also marine band radios would be used. And in this case the radio receiver station for the coast guard would receive a data link transmission along with any voice transmissions Data signals would provide the boats ESN and/or full registry and a full report as to its mechanical condition along with any SOS broadcast automatically sent or initiated by the boat occupants or automated equipment.

The car icon is very well described in this whole application and is used to describe most all the PFN's properties and qualities in all the other industries.

This is also true for the trucking industry the next icon at 1 O'clock. However, just a moment will be taken to point out that the intense concern for air pollution due to the trucking industry Commonly referred to as the colors of smoke blue, black and white. These smokes could be monitored in real time as well as the charging and paying of all fuel taxes and highway tolls. This could be paid electronically without creating toll plazas and the traffic tie-ups that accompany them. merely have a standard signal sent out by the highway computer that requested every vehicle via short range transceiver to broadcast its ID ESNVIN back or to call it in on a cellular highway node system. The ESNVIN would also have a special tariff smart card number already swiped into the cars PFN which was bought earlier. This national card only pays for tolls and gas or use tax or commercial cards can be used when they are accompanied by encrypted transmission and reception for security. And, of course, for the interactive highways or any smart cars to be a reality for society they will need to process all

their remote control instructions through a secure PFN that can record and account for all the robotic actions for any legal decision involving a driver accountability and an automated systems liability. Trucks will be provided with sensors on their tire pressure that will translate into axle weights and only drive through check for accuracy scales will be in place to check this equipment by contacting the PFN and receiving the PFN\TRAC for trucks data on each individual truck. Any tolls or charges will be automatically accessed and billed to the correct E-mail address or paid in real-time through credit card or debit accounts. The truck however will not release the brakes on the trailer if the weights are over the legal safe limit at the time of loading. A warning sound will be sent while the truck and trailer are still at the loading dock. This is only ones safety check for commercial trucking but all vehicle will be self monitoring the physical conditions of the mechanical components and give adequate warning to the operators before shutting the vehicle down in a stationary position or in real-time if deemed necessary either automated and/or by remote control through this inventions PASSS and PAGASSS software programs and remote control activators detailed in the third formal patent and incorporated herein by reference.

The railway trains and subways, etc. already have many monitoring systems or networks. These systems would be tied into the all inclusive network system to account for energy use and environmental impact as well as monitor manage and control all surface and air transportation the specific local regional and national controllers. With PFNs on every piece of mobile equipment the exact location condition and possible collisions and/or impacts can be accessed and the appropriate real-time warnings and help can be provided as well as maintain the most accurate record of the entire event if need be So trains and even planes might carry these PFN systems in addition to the systems they now employ to provide more services or they will use them as a back up to all these systems (failsafe). The PFNs will be universalized and only be specific as to the jobs they perform. At 2.30 on the drawing there is a picture of an airplane with a radio signal from the plane and a land line signal to the tower. Here pertinent data from the plane could be logged into the MMN from the traditional FAA black box set up to down load on landings and during service or this data could be downloaded as is discussed in servicing equipment in the third application for the automobile. The tower and/or airport facility is normally well endowed with environmental and weather sensing equipment and all this data would be also segmented by agency protocols and CC for the proper mass storage and also presented in the public account web pages. Also at 8 o'clock on the MMNWWW local node gate way protocol is a icon for the interactive high way and in most cases this will act as a primary local node to down load any PFN data that is standing ready for data transfer in the PFN Buffer an has been CC to its PFN's unit storage. (either a commercial licensed carrier or government DOT or High way Safety government agency supported phone nodes gateways to area vehicle controllers via the TRAC/FACT software and any number of communication mediums.

There are in the upper portion of the page, eight concentric semicircles, which are layered

protocols established by government standards for the data acquisition into their systems for processing. Their could easily be added more layers and most definitely will, but these eight will suffice to demonstrate how the system will process the data.

The first ring is the commercial communication server and MMN gateway via Land line systems. More and more in the future standard phone systems are going to have faster switching and for any one to operate a commercial node they must have all their phone support lines be Asymmetric Digital Subscriber Lines (ADSL) at least. The second ring in and the first ring provides any emergency service if the PFN did not call or was not able to reach an emergency service phone node for some reason. In this case the commercial server will maintain any and all contact, e.g., voice and data links till the customer is served or connected to the emergency personnel, otherwise the second ring can provide any number of services from making web connections to down loading entertainment packages for the board driver. The next three smaller circles are for energy accounting and environment, transportation and traffic, and the criminal incident based reporting system.

It is important to remember in all these systems used in the MMN for the most part they are two-way capable in communication and definitely all those used in the spider eyes program are two-way. This means in the protocol for reporting crime all reports will be time and geographic stamped and will be reported in real time if certain software is triggered in a PFN or local law enforcement will be able to remotely activate any number of vehicles or PFN's they have recent reports from or any that are in use and giving out a signal to a local cell so that law enforcement can activate cameras and appraise an area in which they have just received an incident reported. Of course all these protocols have to be approved by the public and decide on how the billing will be assigned and credited and the priority of use in real-time. Many of the PFNs will be driving camera and video systems and these operating systems could be programmed to respond to a specially coded TRAC/FACT command from area law enforcement to provide the spider eyes service in real-time if they were not already involved in a crucial service (e.g. remotely guiding a moving vehicle). These PFNTRAC/FACT systems could be activated on a piece of equipment not being used. How ever a driver notification would be given to the operator on start up to provide on location accountability records and they could be reimbursed for that service as a credit for their next vehicle registration.

The voting node will allow for the public to vote on the road or in the home with their special pin Id, fingerprint verification. Originally configured to respond to issues as they drive home to let their representatives know how they feel on the issues that are at hand and proposed for input on the four web pages and/or hyper-linked to the appropriate representative. They can view the issues etc. in their cars on LCD screens or see by hologram wind shields, and hear data delivered by voice. (Not Radio) This system would be developed to sanction a vote with a positive finger print ID and/or an accompanying pin code. Also a driver could send a voice mail that coverts to a written message to address an issue on, e.g., area roads and specific conditions time and geographically automatically

encoded.

The two inner circles will be a continual running account of commercial and public cost and gains so an area can judge how well it is doing and also to determine where best to invest or create its finances and use its resources. This data would primarily be gathered over land lines and this accounting system could be used to make cases commercially to communities to lower taxes or provide support aid in a lean time or help to retrain workers in an eventual lay off. This is not the way business is done to day but it should and could provide a better way of life without stress for all in the future. Business would learn its local community can help guarantee its survival even if it has to change the way it is doing business. Also in this function retraining programs from the government and state and local educational extension programs can be offered through auto-tutor programs being developed by Cisco Systems so that every PFN can either be a educational node to learn current job skills or be a way to pre pare an employee for new tasks or employment do to the down sizing of a current labor market. This would prove to be an efficient way to use labor and supported partially by government would be welcome for any and all commercial interests to update their equipment and facilities as well as their personnel.

The inner center of the top semi circle is local government and all the way down through the center of the drawing is government with three pegs interlocking the local government the state government and the national government with the local account web pages that are displayed as local, state, national and international web pages. The pegs have letters in them and they spell out REPS for representative or the elected officials. With the public and commerce much more interactive with government at all three levels; all officials in all three levels of government will have to become much more interactive on all the issues and their perspectives and this is why reps is spelled out interlocking the levels of government as another medium by which decisions will be condensed and justified to the public. Basically the objective here is to integrate the process of individual power and responsibility for any one representative to be directly responsible to the empowerment structure held by the public's individuals.

At 3 O'clock in the center is the state government and below that the national government which are inter locked with the mass data management and storage network. To the left side of the system is data input for the state and the federal government. All the eight semicircles feed data that is presented to all citizens in the same manner unless security protocols have dictated a different path. The two inner circles provide in real-time the financial cost and gains and representatives and citizens can view this information and the representatives can make policy on taxing or crediting back or providing aid and the rest of the public will have the opportunity to completely see this transaction and voice there opinion in real time. In between each section of government is an accounting process all the way to the federal banking commission. All the data is accounted for so that the financial and economical controls can be better balanced to meet the needs to provide for its society while

stimulating growth.

The lower section semi circle is the delivery of data to the web account pages with government numbers on money spent and received locally, in the state, and nationally, Stock reports and financial reports on the local commercial companies, the regional companies and corporations, and the national and world stock markets. In the bottom semicircle there are four web account pages that anyone can access from commercial servers communication data links, the world wide web or mass media. Most all of these support response back systems even cable TV with a web box, although there is still a lot of problems getting service to all citizens so access could would and should be provided at any responsive PFN that supports a video display. And in public places as well like police departments and libraries. The four web pages would list issues plainly for the public to view and respond to, And their would be a section to frame issues in which the public could start a question. Also there would be a Yeah and Nay section on issues that were up for a representative vote. Also, there would be data given on the environment, the highway systems, the recent crime and much more vital information. This would be determined by the issues and events that were current first and then anyone, who wished to have data to explore their theories, e.g., on global warming would have it at their finger tips all the data and expert opinion as well as an auto tutor to learn understand and relate their informed opinion back to the rest of the world.

The figures from left to right at the bottom of the page are agriculture being remotely controlled. The highway systems being monitored and ultimately remotely controlled, The car is receiving remote service and the house being monitored and for its energy use, all kinds of home management including in home automated nursing to reduce health care cost for the growing elderly and to allow them more liberty freedom and self reliance. PFNs will perform physical telemetry and even administer automated medications through the protected primary focal node and accountable monitoring system that will allow remote and automated medical care under safe inexpensive and more secure delivery systems.

The computer with its a web access will be able to view all the web pages and act as another terminal to the web pages as usual, but will be provided all the automated PFN data as well. The TV at 6 o'clock is mass media with a web response box as another means to have contact with the Internet and all the PFN/TRAC data and to also respond to and cast opinions and votes in the future. With a PFN ?TRAC/FACT factory all activities can be reviewed privately and all that is displayed on the Internet all that is open to public comment regarding the public's opinion and government policy will be totally accessible. Even the world could receive all the data from every where and all the world populous can see how the planet and any other humans are faring around the world. But for this to take place all the national governments agencies must clear the data to be freely posted. Some of this can be accomplished rapidly but corporate law, national security will have to continually participate in this process. And of course some data will just be considered to sensitive. The TRAC/FACT programs will

allow the national registry to check any and all operating hardware and PFNs located in high security rated areas will report their data encrypted and/or on separate terminals if need be. However, in the spirit of the Internet being an open area to exchange ideas and better ways of improving life and understanding these PFNs TRAC/FACT data input can increase the efficiency and proficiency of how people can do their government business, commercial business, and their personal business.

The base question this invention seeks to serve in it's data acquisition function is the determination of information and the classification of that data and use in an automated setting. first goal is to rapidly provide essential safety data to the Public second goal is to collect good investigative data on equipment, products, people, and procedures. Answers and issues for the implementation of this invention the PFN/TRAC System. Right to Privacy Vs Public Safety/National Security; Court evidence parameters Disclosure and the fifth amendment. Commercial investigative means/persecution Vs reasonable risk and fair assessment for the individual in life with life changes/technology for all venturing parties.

The development of real-time liability Insurance, for multiple OEM Manufacturers and service operation companies in the form of completed operations insurance for service and product performance and or professional installation and or repair ,as well as personal liability insurance for self performed service or operation equipment installation and errors.

FIGURE 14A and B

These two figures are composites tables taken from the Internet of the ISO-OSI models to illustrate the many and varied accessible interconnections for the PFN MMN. on the WWW. They are being used to show how to develop a secure individual and independent level seven FACT communication through the IP transparent com-links for increased National Security with the Invention (PFN). This application will discuss a inter communicative level seven to each application specific protocol with the final (A keys agency specific at a level 8 security involving all the constitutional check and balances, insured by PFN and remote Accountable memories available for review through the freedom of information act and/or all necessary protocols . This will provide automated watch dogging of machine activities . As discussed through out all the patent applications the checks and balances will be legislated and the software written to laws rules or regulations for each branch of governance and for PUBLIC approval and/or AUTHORIZATION in the U.S.

Once again, drawings 14A &B are two pages of charts and descriptions that were taken off the Internet detailing The International Standards Organization or (ISO) Reference Model. And with a basic discussion in reference to the Open System Interconnection or the (OSI) of networking including the seven levels to creating net work communications between computers. This ISO reference model was created back in 1980 by the organization to create a standard for computer networking and the Internet. This Open System Interconnection is the actual standardized protocols that people use to communicate with computers . Because their was so much proprietary software in each computer

manufacture the ISO developed a seven layer model which would provide a common basis for the development of standards that would allow different systems of communication to be connected.

This standard will be apply to the invention as well in all the present ways for transporting data. The PFN as a machine messaging system of communication will seek to universalize at the application level (level 7) encrypted technology that can be individually personalized and accessed by secured random synchronized encryption through the TRAC software programs and more specifically the FACT and/or CEW sub programs that can run many of the existing COTS software products, which are encrypted and at the application level on both ends of a communication data exchange already. There are many security hardware, embedded software or firmware and software encryption products on the market today and many very good products. The invention does not seek to compete or develop any such new application products in level seven for any product manufacturers that can achieve what the invention prescribes as a level of acceptable performance for accountable aggressive remote and automated control of equipment vehicles and machines hosting a PFN and communicating to a national registry for ultimate accountability management and control. However, there needs to be a standard set just for this application level of activity where automation and remote control or shared management and control with local operators of a host machine can be accessible to the registry control apparatus for vital control and management functions to insure greater public safety and national security by the appropriate authorities. As one possible modality to achieve this unified access to level seven proprietary application systems might be to create an additional level. An 8th level in the OSI protocol stack where coded access entries are provided by a manufacturers software and securely chosen by the National registry and governing authorities to be assigned and changed through random timed code selections on a synchronized clock system which also requires authorized pin codes to reset these access keys. This technology exists e.g Systems Link ADelivery Key Aand can be applied to the PFN/TRAC/FACT registry and part of any sub programs like the commercial Off The Shelf bank card and payment industry applications NCR, etc. to be Run in TRAC/CEW applications or FACT for criminal activity. The review of commercial Encrypted Web products for the payment industry should run automatically through the registry if they are flagged for fraud and illegal use anyway at the application level both in the PFN/TRAC system and from the bank card supplier or supplier of the payment industry software, e.g., NCR etc.

Recently in the telecommunication field The National Security Agency and President Clinton pushed hard for a chip with federal encryption called the "Clipper" chip in all cellular phones so tapping cell phone for the government was as easy as wire taps. This technology ran into much conflict from the ACLU, and the fact that a physical hardware chip could be replaced with a bogus or criminally constructed one or the firmware could be re burnt in the chip with some other Electronic Serial Number (ESN) and/or Mobile Identification Number(MIN). These points are all well taken and prove the draw backs to the hardware chip like "Clipper", however, this invention still claims all forms

of programmable modular software as FACT capable if the manufactures meet the standards.

Another governmental effort has been to force the wireless phone manufacturers and commercial servers to develop the technology to pin point a cellular phone units location as is possible with land lines and physical addresses. This technology is already in place and offers the PFN/TRAC system another modality to tracking of a mobile units by cellular tower triangulation which will ultimately run software algorithms with GPS technology NEMA to perform more accurate automated and remote control activities as well as pinpoint device locations for fee for use and impact on specific geographic locations, handled through area traffic controllers and the registry access for detailed information. And CEW access for proper billing and taxing a specific PFN/ESN vehicle in travel.

The most important point being that FACT software has to be part of any level seven application or separately created communicative 8th level unified security protocol established in any device and/or component or piece of equipment that is going to be responsible for PFN/TRAC/FACT/CEW control and management functions no matter what other applications are cohabiting any transmission. Both in the PFN and received in the remote location. Accountability for broadcast and use of all data is the key to making FACT a reality in this democracy. As stated throughout this invention all data collected must be performed to management protocols that follow the Constitution. For example, all Government agencies will be able to access the PFN/TRAC system through their own encrypted codes via the registry's controls to access data to freeze data and/or to retrieve data as part of the National Registry detailed in later figures. However, the first two purposes access data or freeze data will notify the operator in a local display and voice message and asks for consent (as well as notify an absent owner if listed in PFN/TRAC/FACT inf. header) and/or the second scenario will allow for control by public safety officials which still notifies the driver through voice and display and takes aggressive control of the host equipment and is capable of placing a freeze on local records and memory with a PASSS program or PAGASS program. At this point legal constitutional procedures must be followed for the people, equipment and the handling of any records both locally and remotely (e.g. Discovery laws , Miranda Rights , etc.)

The third control level is with no notification to the driver or owner and can only take place through a judicial order or Executive? order that is not obtainable normally through the FACT Registry program alone Most likely over seen by the Justice Departments FBI,. This Judicial order is obtained by a second random time clock of identity pin numbers and it creates three memories two in remote locations to all obtained data. The first locally with the standard PFN/TRAC two levels of memory (unless deemed not wise by the proper authorized agency) the second at the proper requesting authority's surveillance location and the other remote location under the supervising Judge issuing the tap and control and invading order on an individual's rights to privacy.

This is how the technology can work. However, the laws, rules regulations all require a joint effort to construct the right protection for those using this technology in these manners, both for the

good responsible and professional civil servant and for any and all good citizens, and/or criminals exposed for their illegal acts and behaviors. Also, this process should include a respectful procedure with the unknowing individual citizen and an official representative of the authorized investigating organization and judicial branch in a private conference to return all gathered data anywhere to the individual. Or with lawyers present e.g for proper motions concerning evidence.(Evidence Discovery LAWs) for those allegedly involved in a crime. Upon the completion of a surveillance the suspect citizen will be called in and given all records and data obtained during the court order from both the policing authorities and the Judicial second data storage. Protection under the law for the Policing and judicial authorities should provide with no tort recourse by the citizen unless the data was improperly handled and that any personal injury was incurred. There should be no existing copies once the citizen has been returned their data and the data should be destroyed. (this is of course only a hypothetical protocol. And legislation would have to be drafted to be constitutional and fair to all parties involved. Of course the software programs would be structured to insure this legal structure and at this time it would be easy for anyone skilled in the art of programming to first construct a flow chart like the ones in figure 20 and 21 detailing simple software in the PFNFACT operation and in the main Registry. From here any programmer for any manufacturer can right the application specific commands for level seven access to their systems and the appropriate preprogrammed responses of their components and devices interfaced in the PFN.

FIGURE 14C

This figure is a description sheet-of the benefits the PFN/TRAC System / invention can provide for the World Bank WB and the International Monetary Fund IMF in documenting their financially supported activities around the world in real-time including the real-time impacts and progression of these investment activities.

The folder presented to the WB and the IMF are copies of the materials that are being presented to the Federal Communication Commission and the Department of Transportation in the United States.

Additionally, we are applying for funding from the National Academies of Sciences Transportation Research Board TRB through their Innovations Deserving Exploratory Analysis or IDEA programs. Our technology originates with Commercial Off The Shelf components or COTS and universally connects their functions through protected, plug, play and programmable interfaces. The System was also planned for the rapid development of technology that exists today. It consolidates and integrates systems in miniature at the point of manufacture and in the market place for legacy equipment updates. Present and future prototyping of the PFN/TRAC invention will be to create the systems on a Chip or SOC architecture for the PFN/TRAC System.

Our initial funding will be used for our Research and Development Team to establish this technology: An efficient R&D modality has been planned for. It encompasses three phases. The first

phase is to coordinate with government R&D efforts. IDEA funding is important to these efforts because their programs are respected by government and generally they share their R&D information with out fees. This is also true for organizations and industry standard efforts in many cases. Because, PFN/TRAC technology has been conceived with a combined vision of past, present and future technology; the research team can quickly relate to all the technology under present development and will seek a coordinated effort to create the entire system. During this first phase the team will assist in writing Requests for Information or RFIS that can be placed in the Commerce Business Daily by the appropriate government agencies.

In phase two the team will help evaluate the technical responses for their feasibility in constructing the system and consult on how to progressively construct this accountable machine messaging network and the individual PFN/TRAC platforms. Additionally, this second phase will include cost projections and framed impact issues for the: environment, society, economy and the legal system. The report is the third phase and it will involve informing the IDEA program, the appropriate agencies, standards organizations and any other funding organizations and of course other sponsors. This three phase approach is designed to efficiently bring the PFN/TRAC System from research to commercial and social viability through it's technical organizational architecture and exposure to the public and private sectors during this process.

The World Bank and the IMF are being actively approached to sponsor this technology for the stated and obvious reasons in figure 14C. to help educate and accountably legitimize their investment activities for their own internal management and improve and qualify their public image.

FIGURE 15 PFN/TRAC/FACT/ESN Operation

Basic to the concept of operations of the TRAC and PFN, is a unique Electronic Serial Number or ESN, which maybe either installed by a device manufacturer, or programmed at the point of sale for every component, device or subsystem within the accountability matrix (Local PFN). The ESN allows each element within the matrix to be securely and accurately tracked, inventoried or controlled, either through a local control loop or remotely, by an authorized application or agency. An example of a remote application might be local law enforcement personnel disabling a vehicle being chased by police officers. In many ESN applications, proper security measures would obviously need to be taken to prevent replication or copying of device or system ESNs for the purposes of fraud, unauthorized control or interception of data, or other criminal or terrorist activity. The FACT ESNs would also be the basis for digital encryption of information passed between the PFN device and the controlling entity (A National Registry) with local network processing nodes through public communications channels such as the phone lines or Internet initiated in many cases wirelessly from mobile PFNs accompanied by their Mobile Identification Number(MIN) . This technology is nearly equivalent to that used in today's wireless systems and will incorporate many of the C.O.T.S. encrypted security systems at the application level. Therefore it will require little research and development to implement;

only modification of currently used commercial technology is needed to expand these applications of ESN/encryption technology to other areas (components, devices, equipment) interfaced through the PFNs. The adoption of standards that allow multiple vendors to inter operate is of primary importance and should be pursued in appropriate standards organizations such as the American National Standards Institute (ANSI), International Standards Organization (ISO) or others such as the Institute for Electrical and Electronics Engineers (IEEE) Electronic Industry Association (EIA) and Consumer Electronics Manufacture Association (CEMA). As well as all the industry specific manufacturers and their associations e.g. for Automobiles.

The importance of security in these systems cannot be under emphasized. While communications privacy within the PFN matrix is a concern, it pales beside the threat of spoofing of such systems. This has been a great concern in the Cellular phone industry where spoofing (also known as cloning) is the process where a person provides false identification [about a cellular account] to the cellular communications provider with the intent to defraud. PFN systems requiring the highest degree of security would include transaction based systems; that is those systems which charge fees, perform billing or taxing functions or otherwise redistribute or charge funds.

NEW FACT CHIP (General purpose possible modality to prove feasibility)

Component FACT chips are a micro-controller chip and/or smart chip that is integrated and/or interfaced with a silicon switching relay in every power regulating circuit or send the necessary data signal for any and every electronically controlled piece of equipment, devices and/or commercially available circuit. The FACT system will be able to interface into any control circuit and restrict operation through a chip or software and direct all input signals to a designated onboard memory that is also provided time, date, location and the author of command (pin finger print ID or iris eye) as well as the command strings and all responses there to; be they automated or due to human activities.

The individual software will be capable through PFN interface communications to provide their stored data (firmware or flash memory to the National Registry upon a new installations and will be able to immediately in real-time report this data. Once the data is receive and processed it will be checked to see if it has tripped any alert flags. If there is no criminal or suspect security flags the registry will record the new FACT component installation with accompanying (PFN operating inventory) to the appropriate PFN file in the main registry and apply the appropriate taxes and fees for the product installation. This will be accomplished through a publicly provided registry phone none or a licensed and bonded commercial server that is registered and periodically inspected and reviewed to have and provide a secure Data Base Connection or encrypted Web connection with the appropriate government agencies (the National Registry, FCC, FBI etc.). This is all part of the Trusted Remote Activity Controller System. This FACT program will provide a secure command string and access path from the origination to any mass memory storage system that is search-able from the National Registry

by any appropriate authority or agency. Some failsafe security for the system is provided by the component software of FACT at the application level establishing a handshake with local memory in the PFN and legitimate remote registry equipment and a secondary integrity check from prior legitimate registry contact data. (possibly a Random code number established in the last contact with the PFN and Registry. The registry will provide all public providers and commercial servers with the alert flag data so any receiving system will be able to inform the PFN of national security alerts for potentially dangerous devices (terrorist altered components that could be used to activate explosives, chemical, or bacterial or viral microbes contaminants) through the commercial (PFN) remote and management control systems. Of course the appropriate authorities would be alerted to any of the national security high risk installation attempts in real time. The immediate action could be performed by either predetermined automated protocols or by real-time commands handled directly by the appropriate authorities. Because, the exact piece of equipment can be ID by its FACT chip along with all its Original Equipment Manufacture OEMs firmware (Lot No. and any security codes, etc.) and of course this would be updated by any additional or subsequent use such as re-sales, retrofits or re-installments.

An accurate record shall be provided with in the chips firm ware or flash memory and in the national registry(mass storage to be either provided by public government or commercial servers licensed). This process will be readily supported to provide tracking for commercial trading of legitimate products (new and used) giving government the economic taxing tool for real transactions and real-time product use for new and used devices components products and total equipment packages such as (cars).

This will also allow for immediate component analysis for any criminal activity and a clear record of component ownership and use through PFN /TRAC/TRACS/FACT programming. TRACS/FACT programming will be issuing Stolen alert bulletins, and/or any security alert flag at periodic times for PFNs to do internal integrity and security tests as this information is reported or becomes available . Otherwise, any device, system and/or component will be assessed for its legitimacy and real-time use at the time date location of installation along with the PFN ESN and what ever other data is determined to be applicable. At this time it will be appraised and billed to the responsible party for its use and impact on society, its infrastructure and the environment. Obviously it is necessary to identify the host piece of equipment, and, any and all components the new installation is interacting with, as well as, all interactions from communication devices, control circuits, actuators, and responsible monitors, control an or management centers all of which is recorded in the PFN secure memory (recording devices) for (accountability) and in at least one remote mass storage facility for accountability.

The primary purpose of this singular identity component chip is to track any and all use of the attached device and/or component that it has been incorporated into and to report any and all data in a

complete and integral fashion, as prescribed by any code, regulation, law, and/or standard decreed by any sovereign or governing authorities.

Number 2 in Fig 16 is the SMART CHIPS and/or a magnetic strip can be provided as part of the components unit packaging and/or a bar code so that an immediate check of the component can be search either by a OCR scanner or a hand held magnetic strip reader. With the more extensive amount of data handled by smart cards and chips this is another inexpensive modality that will help in tracking and reporting stolen materials. A hard or plastic card would be issued to the purchaser of any TRACS/FACT device so that they could scan their stolen property data to the National Registry.

Number 3 is the universal plug and play buss inside the PFN containment that create the electrical interface platform for all the components. This buss will carry the appropriate power connection and control connections from the PFN/TRAC/FACT controller to activate, deactivate or specifically control any and all components. Power can be cut off to a specific component through the BUSS or it can instruct the individual components FACT CHIP to intercept power (power input or regulator circuit).

All the electrical connections in vehicles and equipment are need of standardization and I have written to this in all my previous applications and these are areas that will be a standardization effort in each industry and/or application specific use of accountable remote and automated control. I have addressed how to complete these functions with present hardware connections firmware and software and have created some new modalities to interface all the present devices. However as shown in figure 6a the components and technologies are merging and this universal plug and play BUSS in the PFN is an ideal way to make compatible this electrical interface platform.

#4 of 16 is just pointing out that the individual component FACT CHIPS must provide firm ware or stored data of identity, OEM data, last application, etc. to comply with any standard or regulation developed for a national registry or any such security system. Because FACT is a major part of the main operating system in TRAC its software is also modular and can be in any form or hardware application. The hardware chips and firmware modality detailed in this application should in no way be considered the only modality to create a nation wide security and management that is capable of real-time control of individual components, devices, and equipment. However, any other modality should be considered within the nature and scope of this invention. And this is area #6 of figure 16. The chip also can perform activation and deactivation of the component and that is what is meant by saying it "must provide control".

****Note:** While in the description of the FACT component in this invention is described as a chip, this does not have to be the case. And the best form of data management for security is open to each individual manufacturer's best options with their particular products to provide this function so long as it is approved by any governing standards for this use. It is obvious that a physical chip could be replaced or compromised in its firmware so additional means will be utilized to insure security

Such as the random code exchange discussed above at the last legitimate contact or string of contacts with the Registry allowing only appropriate one-way communication at the time for the PFN compare list or component compare list is running to validate a legitimate registry contact or vice versa for the registry computers being accessed by a new PFN component application.

FIGURE 16

This is a general flow chart of a self contained PFN TRAC/ FACT management system that will be utilized by every piece of equipment. PFNs may have all the listed components or any number of them; however no matter what is electrically interfaced it will have to be approved and registered as it is activated or deactivated. The very first triangle at the top numbered 4-500 refers to the one and two-way pager systems detailed in the figures 4 and 5 of this patent application. These pagers as is true with all components will ultimately be provided FACT software to identify their activity and especially for those technologies that are responsible for providing communication data for remote control.

The second triangle is for cellular phone systems and is completely detailed in figure 6 as a more sophisticated communication system capable of handling and delivering very good data signal in volume and quality for applications needing such quality such as real-time video, etc. The 3rd triangle 0- infinity frequency refers to any and all kinds of Radio Frequency equipment (including cordless phones and high quality and high powered RF equipment equally capable of providing large data streams modulated on their signals .

The 4th triangle with the word locate can be either cellular phone proximity tracking, GPS, Lorands, LoJack or part of any interactive highway controller system or master surface transportation control network and system receiver and/or transceiver. Along with this locate system triangle the 5th triangle is a miscellaneous communication receiver and/or transceiver that is responsive to light, sound or any discernable electromagnetic wave or transmission.

All of these PFN communication triangles devices or modalities shown as upside down triangles are not shown in figure 18 as having a FACT chip but they would also be provided with FACT software to report their activation and any specific role played in any remote controlled event as either as a receiver and/or any type of transmitting device. As is evident in the drawing they are connected to #1701 which is the uni-buss connector to the PFN/TRAC control system and accompanying memory storage units. 1702 is the Trac software with its resident FACT software program. This fact program can be updated and it is capable of storing and retrieving data back from its accompanying data storage. As detailed through out earlier related applications these PFN control circuits are sophisticated mini computers with extremely efficient processors in the form of euro 100 boards. And as explained in figure 6 all these technologies are merging and the improved capability and speed of processors is in the major reason for such enhancement. For this reason I am claiming that these improvements fall within the nature and scope of this invention to provide accountable remote and automated control for society and its institutions. TRAC is of course the Trusted Remote Activity

Controller a modular based software program of which FACT the Federal Access and control Technology is an intricate part. These programs are run by the PFN min-computers and they send their commands and direct the data received by the uni buss to the appropriate data storage. Either a hard drive or the specially preserved non-volatile FACT memory that can either be down loaded or physically removed to be used in a court of law in the proper manner as determined by any rule regulations or laws governing evidence and its acquisition, preparation and presentation for a society.

Both on the left side and right side of 1701 uni-buss is all the interfaced controls. Accessories, personal items and electronic possessions and alternative data communication devices. These devices are coded in the upper corners with the initials or first letter of the words that describe their boxes as examples of connectable interfaces employing the individual FACT Chip. This becomes more evident in figure 18 where the bottom of the page supplies numerous octagon stop sign shapes filled with these same initials indicating FACT applications and tracking. Also before leaving figure 17 it is important to remember that in the ram memory of the mini computer the Fact ESN will be stored for all memory devices and the memory will always require the processors ESN or any comparable ID technology for any further or final review by the appropriate authorities or to comply with any legal proceeding.

It should be also understood that this universal Buss can extend outside any protected area with the immediate electronic protected capability to recognize and protect against any deliberate shorting or questionable interface. At the bottom of figure 17 the universal buss illustrates its capability to handle power as well as in put and output control transmissions . It is also important to make clear that this involves a universal secluded antenna buss or reception will be provided for by certain types of physical structural elements in the PFNs structure to allow for patch antennas or physically small profile antenna structure to function with in any standard regulation or legally prescribed manner.

FIGURE 17

At the top of figure 17 there is a box to the left called the National Government Activation and Check System. From there - there is an arrow showing a Data Base Connection (DBC) or a World Wide Web Internet connection (encrypted if applicable) with the number 300 above indicative of any local and regional network as is evident between the left national box and the box on the right side of figure 18 which is termed Local Government Activation and check System. These most generally are the primary sources to supply data and/or to act on any data receive that involves National security , Public safety other than individual input which in most cases is provided to either one of these node as would be any international requires , which will always first be edited through the appropriate national authorized channels. The National Registry will be a large routing system for mass management with only a system processing storage protocol and system that will handle data in a prescribed and secured manner through any and all of the 6 transparent IP layers to the appropriate seventh application layer detailed earlier where it is transposed by the application encryption to insure security. This will be the same for all forms of communications wired and wireless as they are processed through their respective

communication nodes and gateways (licensed Providers and Servers) to land lines, fiber optic cable systems or land cable systems.

The center three blocks are the facets and functions of the national and local registry for government, to develop security for all in the nation and to provide better public safety and to build trust within all of humanity, because of accountability and fairness. This is a safe guard system for man and machine messaging that is accessible by all of a nation's society first individually through internet connections and if not accessible at least by any portion of humanity accountable to all involved parties through comment or constitutional procedures provided in the TRAC/FACT software. Internet dialog and media awareness for all types of media (mass and individual) as well as responsive and public access and input will spawn a much more involved individual citizen and functional democracy.

The first center block is termed AUTHORIZED INSTALLATION REGISTRY.

This may be a network of secured computers in different locations or it might be one system in none location. The inventions purpose is to create realistic functional modality that can create this national and local registry level of accountability presently out of existing computer systems and to project some future consolidations of local nodes for related activities and data to help structure efficient data communications for all the government agencies an commercial services. The Actual structure of course will be part of a large standards effort and civil legislative effort.

Total purpose goal: This is the base system to create a national directory of all products sold and re-sold in a country to better track their impact on economy, resources, environment, health and infrastructure all around the world and at the same time to allow nations to have a FAIR frame work to develop and use imported products, which are needed. The PFN system can help to develop trust to insure an accountable answer to all of Societies legitimate concerns first for individual survival and then to be part of a mutually healthy co-existence with all of humanity, and all forms of worldly life.

The Authorization Installation Registry function is to record and make available by request and/or to recognize any PFN use of an electrical device in conjunction with the PFN and first run a compare function to any and all legally known produced , and legitimately marketed products in a legitimate sovereign locality through local and/or toll free telephony or RF or MISC. communications technology employing isolated network connection and/or the Internet (IP).

The authorization installation will require a complete OEM specification and description that can be used to specifically identify individual devices and/or components (Requirements to be determined by the sovereign authorities). This data will provide depreciating value levels and integrity checks that will be beneficial in tracking use and varying performance for securing public safety. Also the depreciation schedule will enjoy a diminished cost of operational tax relevant to the products prior use and/or time of use. This provides a use tax not a sales tax for governing structures to apply to real time use. This frees the Internet to trade and free communication for general transactions and allows for the legitimate taxing structure for actual impact on society's infrastructure and environment by

machines and the work they do

The second block is the Restricted Authorization or Crime Registry. Once again this data is supplied by everyone and anyone but primarily cleared and reviewed by the national and state or regional governing agencies. The really great part of this section of the system is that the private individual can in real-time participate in a personal injury theft by telephony with scan data or through personal contact with law enforcement agencies. With total accountability all parties will have to face their own actions in the proper legal settings. And basically there will be no use or miss - use of stolen property. Of course, this can be done for resources and all things needing monitoring to insure any fair deal is lived up to and/or is humanly reasonable.

The third center block deals with the communication capability. Ideally this will be accomplished by toll free telephony or RF nodes for the public in using the public's privately owned equipment and PFN link-ups as a hospitable commercial service with all other gained accessible service options and provided free by government or public providers for the tax and public interest provisions.

The 4th block in the center of figure 18 is the centerpiece of my inventive technology for each individual piece of equipment in this machine messaging net work. It is the Protected Primary Focal Node or PFN created as a protected electrical interface platform to merge, focus all host equipment's accessories and component's power and control circuits into one local accountable control and communication center. This PFN on every vehicle or piece of equipment is then linked, coordinated and managed with all other machine use and activities by a greater mass communication and management set of computer network systems (through RF, telephony and nodes or gateways) either for surface (land and sea) coordination and/or for aviation.

However, in this figure we are concerned with developing an understanding of the FACT software in the PFN and/or possibly individual CHIPS that are at the bottom of the page as octagons or (mini-stop signs). Once again, these might well be in the form of physical hardware and read only firm ware or they might be integrated software programs interlaced and inter-reliant on the PFN/TRAC/FACT security encryption both in the PFN and in the National Registry system. Throughout this entire drawing figure 18 there is two-way communication from the individual chips or FACT programs to the national government activation and check process. However, the PFN gives the commands to the individual chips via the universal plug and play buss. And retrieves their essential operational data e.g. ESN, and/or MIN and production Identification and seventh layer application security instructions from the ISO OSI networking Model. If for example a stolen audio or sound unit is connected to the uni-buss of a vehicle. The PFN computer will signal or request information from the individual FACT chip in the sound system (SS-ESN-F). This can either be sent by isolated control hardware (wires, etc.) or by sending a modulated digital signal on one of the power legs or it can be accomplished by short range transmissions if this modality is employed in future wireless vehicle and

equipment control systems to ease plug and play capability and reduce the need for so much hard wiring. No matter the means the PFN will inquire for an individual fact chip as soon as it senses current draw. If there is a change in current from a normal operational level the PFN will request and/or review vehicle conformations for any trouble codes logged in the charging system or any battery draws or charging problems. This is performed by a TRAC software algorithm and standard current sensing micro chips in the uni-buss and in the host equipment's electrical system, which can generate either analog or digital signal that the PFN/ processor can receive and recognize through any of the above in vehicle communication modalities. This current sensing system is part of an anti-tamper system of the PFN. It will give driver alerts to the abnormal draw unless an individual component FACT chip sends an ESN and data signal that is recognized for a specific authorization or security protocol. At the very least all components can be individually judged for their current draw and reported to the display or checked against their OEM manufactured specifications (Data delivered by the individual FACT CHIP to increase security that a component has not been altered after manufacturing. Even a individual resistor chip like that used in the present vehicle keys could be installed secluded in the board with the FACT Chip to add even greater security and integrity checks. While this idea is creative and new the technology to make these combined innovation are available as electrical components and any one who is skilled in the art could from reading this section create the necessary circuitry to complete these security tasks. All the components are listed through out my related patent applications for the trickster circuits and the security seal activation switch. The universal plug and play Buss as always stated will have to be a standardized effort for the most optimum development. The little octagon stop sign FACT chips at the Bottom of the page have letters on the top of the sign like AC-F which means (Activity controls- function). These correspond to figure 17 left and right blocks. Once again all the components operating in or through the PFN will have to have FACT chip identity capability, communication processors, data storage as well as all these listed that access the uni-buss.

FIGURE 18

This figure depicts a universal PFN system with some usual device applications and varied hardware hook ups to communicate with the remote locations and physically perform the Accountable Remote and Automated Control for society and its institutions. The bold black line with universal PFN enclosed is to indicate that this is a protected area not just physically but legally. In the enclosure 1901 is a commercial off the shelf COTS cellular phone it show one modality of connectability through a PCMCIA modem connection to the processor and internal TRAC\FACT software. In this application all the software is commercial off the shelf supplied by the cellular phone company and/or the PCMCIA modem card interface. Obviously this preprogrammed software would be down loaded and the appropriate dial out phone numbers installed in the command string. These would be for commercial servers and/or public providers as illustrated by the little man at the computer 300C, 300 L and the whole 300 networking system.

Below the PCMCIA connection block is the block called Complete Card. This is a desired modality for cellular phone use in the invention. It employs a commercial off the shelf COTS product a PCMCIA Complete Card TM. The complete card also supplies its own software and hooks up in the same manner as a PCMCIA standard modem card. However this system also incorporates the Cellular phone system and antenna. The appropriate hardware is known in the industry and the appropriate configurations can be accomplished by anyone skilled in the art to link up the euro100 boards with the PCMCIA connections. The bottom box is modem and can be part of the top box PCMCIA connection when used with telephony or with any application from the lower box 1908.

Number 1908 box shows all the different types of communication devices employed in the PFN's. 1-way radio, 2-way radio, 1-way paging, 2-way paging, light or sound and GPS or locating systems. These different communication devices are well covered in the in figures 3,4,5, and 6 and will not be revisited at this time. However, as this drawing illustrates they would process their data streams through the modem and on into the processor to be handled by the TRAC/ FACT/CEW programs, etc. The modem would be capable of converting the applicable data steam and communication source to be used by the PFN processors. In this same block light and sound as well as any other electromagnetic wave that can be used to transmit wirelessly or hard wired to a converter or modem to deliver control signals to the PFN system are hereby included by reference as another modality of communication. In earlier related patent applications traffic control devices were described for authorized personnel to control in real-time a particular vehicle by pointing such a tool to a specific target vehicles receiving plate and to control a slow guide stop and secure sequence for a suspect vehicle.

1907 is the uni-Buss connector that has also been discussed earlier. However, ideally an accepted industry standard will provide a universal plug and play capability and the TRAC/FACT software and TRACS management system will insure accountability and real-time control as needed. All possible present connectable hardware was detailed in the related application. However, as stated before the plug and play capability for power, control signal is part of this technology as described in figure 6a as natural evolution of this invention. whether it is for a mobile application (car) and/or a stationary devices the control power and signals to the processor can basically use the same kind of plug and play Buss. 1903 is the mini-computer containing the TRAC/FACT programs. The round circle is for the CEW program Commercial Encryption on the WEB . This software program is provided by the credit card companies and will have a special modem capability and handle 128/64 bit. 1902 is a card swipe or reader that is connected to the processor either through the uni-buss or the old R232, TTL, or PS2 type of connections. These three are shown here as the present standard connectable modalities known to present industry. However the un-Buss connector would be a more ideal modality for space greater data flow, and efficiency. These old standard connections are shown to be available to other components interfaced in the PFN and can be employed to give forward and backward engineering versatility. These would be limited in number as time went on and would have

separate software command strings, with the appropriate drivers to access this different Com. Port and coupled device to complete the interface with the PFN. The device would still have to have an electronic FACT ESN or identity system or would require special registration to be interfaced. 1902 the credit card reader would be able to handle commercial credit cards and driver licenses and FACT SYSTEM identity cards.

1905 is the hard drive on going memory storage. For size reasons in this drawing the FACT application specific event memory is not shown but it is a redundant memory to the continuing running on the hard drive. The event recordings are controlled either automatically by resident PFN programs, remotely activated and controlled by an authorized external source (Logged command string) or by the resident operator or occupant. In any event all machine and man actions and interactions are recorded and logged in the FACT Memory preserved in the protected restricted access area as depicted and detailed in figure 2C , 2F and 2G.

1909 is a big dotted line which is the uni-Buss going out of the PFN and going to activity controls video cameras (or Digital) microphones and activity sensors as well as generic host control connections. Some of these sensitive control and sensor leads will be provided PFN protection special and/or utilize the host vehicles strongest architectural structure (e.g. the frame) to protect these critical transmission lines. This should be determined application specific and as part of a standards effort. I have gone though a great deal of effort to detail all the properties and qualities and give modality examples to provide a standards effort a good clear organizational system structure and electrical interface platform to provide Accountable aggressive remote and automated control for society and its institutions.

300C in figure 19 is the commercial server who can be any gateway node the customer picks or can be a service provider for the OEM host equipment or an energy provider or a bank card provider or a communication company or any type or number of these commercial servers. However they must be licensed and provide enough mass storage to handle all critical TRACS/FACT data to operate in any geographic area. They also have to be able to handle it in a secure accountable manner. For simplicity purposes the 300C have been placed at the bottom of the 3 basic different types of present wireless communication. To the right cellular phone system ,to the lower left of figure 19 is the present one and two-way paging systems and for the lower right is the Radio frequency systems. All of these systems connected to land lines (fiber-optics, ISDN, etc.) to perform any hardwired Database connections they are computer operated and act ac gateways to isolated computer networks and can provide web access on the Internet. (if need be encrypted). A sample of the types of commercial businesses that would utilize each type of communication technology has been listed under their respective areas. This is in no way intended to represent all the possible commercial uses as the PFN will ultimately be on every piece of equipment.

In the middle right the rest of the 300 system is illustrated by the large computer stations

manned. The one with L.G.A.&C. SYS. Stands for Local Government, Access & Control system. And the one labeled N.G.A. & C. SYS. Stands for National Government Access & Control System. In all communication areas and in the extreme lower right hand corner is satellite and a satellite dish connected to land base phone lines. This is to show that the national registry can provide complete critical TRACS control and FACT data to its entire geographic area and is also capable of transferring Data internationally at the proper authorities desecration. Some of the proper government agencies are also listed but all government agencies could access and create data as could even the general citizenry for total accountability. of course specific data on individuals would not be obtainable or used unless authorized by the individual or as the result of some legal action as is the present case. Any such mis use or access would be reported to the individual and alert the authorities and the person violating a persons individual privacy would be criminally charged and subject to civil action as would any agency or commercial storage area. This means total accountability. This system has been designed to respect individual privacy. Which means that the individual has to release any licensed storage facility public or private no mater if they provide the service free of charge or not. However, Gross non descriptive data can be sold and discriminated as long as an individual can not be identified or compromised in life the pocket and the pursuit of happiness. The exceptions to this rule is that if through the course of operation a piece of machinery they endanger others (public Safety) then the proper authorities and commercial insurance agencies can access these personal records. However an individual can give permission electronically in real-time if so desired with a signature of a PIN number for consent or a verbal voice recognition or the fingerprint steering wheel, video snap shot, or a signature on an electronic pad or the iris reader and voice recognition or any combination of the above. Free service can be provided and personal data can be acquired and used if this is agreeable to the individual.

FIGURE 19

This figure will detail the registry system in general. At the very top of the page is a small box that says World Organizations. This is the present state of World affairs that the national government agencies should be in control of the data involving any and all mechanized civil and industrial uses of equipment and the impact data. Ultimately the PFN TRACS system can help to develop trust and fair play in the use of the worlds resources and equipment as well as free humanity in an efficient manner. When humanity matures past survival paranoia to address only the real fears of peaceful co-existing the PFN management system will serve its greatest function. However, now it is best used and developed in the individual nations. As communication and understanding is increased the natural sharing of data will take place and is already transpiring on the Internet. For the present all government agencies will serve to clear all PFN data that is earmarked for their attention through the National Registry and be responsible for its dissemination worldwide. This is why the big black triangle ends up with National Government Agencies. Of course any data request generated by state and local agencies or pertaining to same agencies will be notified and enjoy all the same rights constitutionally guaranteed to day in

their governance, but over this new technology.

This is the means by which taxation can be performed directly from every PFN (Sale and/or use tax) for the state and National government as has been depicted and addressed in figure 14 of this application. Also credits can be applied back to the user or citizen for any community service performed by their equipment. Also aid can be applied with re-education programs carried out through PFN terminals for defunct industries and old jobs that have resulted in lay offs. This has been detailed in figure 14 .

The bottom of the triangle has **LOCAL GOVERNMENT** in big bold letters. This is done for two reasons. First local node and gateways will keep cost down for Registry network and second regional state and local government is the agencies that impact the individual in most cases. As has been detailed earlier in figure 13 all the government agencies are now maintaining web pages and data phone nodes and through basic routing using ISDN of Cerent Industry new fiber optics and Cisco systems routing capability these agencies can be given an efficient data management for local regional and national Data base connection and inter agency connections as well to allow for the fast local discrimination of data as well as provide much of this general data on the web for the public on or through the media.

Below the local government registry are the FACT Management & Memory for commercial servers. And to the right side the same FACT Management but provided by public provider nodes. The difference being that individual commercial servers will be providing more fee for services from emergency service to computer down loads and the public nodes basically will be for government services. Basically the PFN will use both systems commercial and public. It will do it automatically if it is pre programmed by the owner or it will do it as a directed command either given locally or remotely. An important note is that both these TRACs systems will provide accountable memory as does the PFN at the very bottom of the page which is responsible for activities performed and authenticating the activities. As shown and discussed in figure 19 land line wireless and satellite communications can all be used in the system.

FIGURE 20

This is a flow chart to detail FACT software in the PFN on a host piece of equipment and also the interaction in TRACs/FACT software programming in the main registry. For a new install the process is started by plugging the component in ideally to the Uni-buss. As illustrated by the second block down the PFN/TRAC/FACT software recognizes the Components Fact chip and calls a predetermined number. The call in number can be a commercial server or a public provided node that access the national registry detailed earlier. As shown on the right half of the page is the TRACS FACT software in the main registry system. This is the national and state government registry system . The call in received by the PFN data from the new component check compares the ESN and manufacture data to OEM supplied registry lists and known crimes of stolen property registered in the

registry. If all is clear the registry approval is given and the transmitted back to an approved registration program in the PFN. The component is listed as its appraised value is taxed and shown on the display for the operator and/or owner of the host piece of equipment.. The same redundant data is sent to the appropriate governing agency and a tax bill is prepared, unless the operator decides to pay in real-time with either a credit card or bank debit card in the card reader on the PFN. In any event the entire transaction is timed dated and the run status is added to the inventory list of the vehicle or piece of equipment. If hard copies of the transaction are required a return E-mail address can be sent to a home unit for printing or memory storage or printed on location from the PFN or downloaded to a laptop.

If a component is flagged with an alert it will be accompanied with specific software commands or additional alerts depending on the severity of the situation. A simple theft protocol might activate the unit normally with out notifying the user and alert the appropriate local authorities to the location of the stolen property and then regain custody of the stolen property and inquire as to how the person in possession received that property.

If there is a terrorist alert to a particular component as soon as the person install the unit the alarms will be activated in all emergency responding agencies and even kill all power to the PFN and/or set off alarms and warnings. This depends on the nature of the emergency and will allow for on the spot real-time commands to augment any response. As mentioned earlier FACT can provide a stealth eves dropping mode so that operator owner and occupants can not tell that they are being monitored and/or recorded but this access mode will require a signed judges order and his personal access codes that are changed by time mode to send this command. Once again any miss use or abuse will of this mode will meet with serious criminal and civil penalties for the individuals involved and/or any agency private or commercial entity. Freedom of information act will apply to any legal own of their PFN controlled equipment and they will be able to down load their individual memory that will show a complete access and use of their system coded with the agencies ID (local and national as well as for commercial access). The only exception is the court-ordered stealth surveillance : All other contacts must first announce their access, be recognized and agree to the process or it must be a time of national emergency, marshal law or a crime in progress. In any event all will be recorded and accountability will be part of any process to use or not use the PFN record as evidence in a court of law. The exact use of recordings and the preceding announcements or Miranda Rights will be part of a legal standards effort.

Also a redundant record will be kept in a remote location either in a licensed commercial FACT server or in government mass storage. These systems are detailed in earlier related patents. As the spider eyes and green eye software programs. The Fact program will basically be operated with the Justice Department the FBI IBSR incident base Reporting system and The UCR the Uniform Crime Reporting system and it will be part of this technologies Spider Eyes system and will be totally

accessible to local law enforcement and even the general public through national state and local agency editing as justified.. However all crime activity will be given IDs either IBSR-UCR or local and all data can be retrieved from the mass data in any discovery to make everyone accountable for all decisions and use of data including editing from the public.- MS is the mass storage in the TRACS/FACT system. Basically this drawing is self explanatory and I have outlined in writing what would be incorporated in any software algorithm as well as how humanity will be able to legally use this technology in a constitutional way

FIGURE 21

Although there will be many different software programs in TRAC and in the TRAC's system. Fact is being used here first to handle National Security and High Security Situations and to create more aggressive remote and automated controls with useful management systems, while helping to insure National Security, Public Safety and maintain respect for the individual citizen all though TRAC accountability. The software flow charts in this figure are being used to illustrate the detail and capability of the PFN/TRAC system. Not all software applications will be detailed in flow charts here or in the related patents however from this detailed FACT software flow chart anyone skilled in the art of computer programming will be able to read all the written discussion of TRAC software programs and easily duplicate a software flow chart to write a program and/or algorithm to perform and complete the functions described in my writings. To write and then to flow chart all these software programs would be impractical and unnecessary after several software programs are so illustrated much would be a redundant exercise. So for this reason any software, programs and algorithms developed to perform even the written described functions in all the related patents are considered to fall within the nature and scope of this invention and/or technology.

Presently a more extensive discussion will take place on the Federal access Technology FACT which is being used as a model for the programmers and engineers to develop and manufacture the numerous products with norm skill and understanding in their respective arts.

In figure 22 this software flow starts in the TRAC's System or in the main registry. Here alert flags are generated with the correct FACT ESN and case number for fast cross-referencing in the IBSR or the UCR operated nationally by the FBI. However not just law enforcement and other government agency will be able to innat an automated crime re port or alert but also the general public will be able to file an automated report through area government operated web pages and Internet PFN access as well as in the traditional manner with the area police department. FACT cards held by the legitimate owner will allow for rapid scan in or card swipe by a magnetic reader. These encoded cards can be prepared and programmed at the time of a legitimate purchase and any and all identifying data will be available to complete a crime report with the exception of listing the geographic location unless the theft was automatically reported by the PFN as it was being tampered with.

The second long box below for restricted authorization and crime registry will process the

crime alert report. As stated earlier if it is a theft it might require on type of automated and remote control responses, and if it is an emergency (public safety or National Security scenario it might require another type of aggressive remote and automated control options. And of course if the first box above is processing the normal commercial registry of products and product information the normal install sequence would access this data and activate the unit and prepare any tax information and pass it on to the appropriate accounting agencies.

FIGURE 21A

All the vehicle platforms are displayed in this global diagram. Every mobile platform has a Primary Focal Node or PFN. The PFN sends and receives messages and controls electronic devices on the vehicle through a Trusted Remote Activity Controller- TRAC. TRAC additionally, records these data streams in a local event recorder to provide accountability for remote and automated control functions and their command strings. FACT stands for Federal Access and Control Technology. It is combined of programming and protocols that run in the PFN/TRAC System on board the vehicle and through out the machine messaging network. PFN/TRAC improves public Safety and respects the individual's right to privacy and freedom of movement.

On the left and bottom are the four basic forms of transportation; rail, sea, roadways and aviation. In this figure they are represented by a person working at a computer terminal. These computer terminals on the left and the right are isolated intranets. They are networked together in a national DOT mass data management and storage system- (PFN/TRAC System™ with FACT) This can be in one location or a series of interfaced public and private servers and data storage repositories with encryption technology and IP protocols for public service statistical data and personal data and or evidence grade data to be handled professionally, confidentially and legally as determined by the public represented by: citizens , industry, government to form standards for use.

On the right side of the diagram are possible related government agencies and commercial intranets that additionally can be linked through Internet Protocols IP inexpensively and protected with encryption.. e.g. Law enforcement, Haz-mat EPA, NOAA, many local Interactive highway systems, etc. Additionally, commercial servers can be licensed like "OnStar" and their planned Mayday program and further run FACT programming and PFN/TRAC protocols to perform accountable aggressive remote control with law enforcement, receiving PFN/TRAC evidence grade data, as well as transparent statistical data for public safety, posting, notification and research.

PFN/TRAC attributes:

- Manage and verify carry on electronic devices with the driving task.
- Thwart and identify electrical component theft and vehicle theft.
- End high speed chases and manage deficient driving.
- Remote, robotics & HMI unilateral accountability including present day IVI accident avoidance sys.).
- PFN/TRAC is designed for existing hard/software as well as for the future.
- The system provides real time help and data to the driving public.
- More efficient use of government and private, resources and staff.
- Easier monitoring for proper vehicle operation and working order.
- Highways that are more interactive and efficient with the public.

The list could go on and on, but most important is the creation of this organizational local interface platform and machine management system for mindful machines in our future for advanced HMI and accountable remote and automated controls. PFN/TRAC has been created to organize our present technology and manage the new merging technologies for society and our institutions. The PFN/TRAC writings detail out a progressive development for this process. However, it starts with the Primary Focal Node and Trusted Remote Activity Controller locally. The local PFN/TRAC unit brings accountability to present HMI technology, while assisting driver operation in a progressive manner to eliminate collisions now and to create the proper organizational structure for future robotics driving as well as other provide the same organizational structure for other robotics development in other fields.

FIGURE 21B

This Figure still with a transportation focus and use of wireless communication for robotics operation illustrates an interactive intersection where three vehicles are approaching. Their PFN/TRAC Systems are communicating with the traffic control system, which has video cameras and road sensors as part of a PFN/TRAC intersection control unit coupled and interfaced with the existing traffic light control system. The PFNS in all the vehicles are communicating with the intersection PFN/TRAC System locally on Dedicated Short Range Communication DSRC radio frequencies and additionally communicating with each other routed through the local PFN/TRAC system controlling the traffic control device directionally from a center locations of the intersection to provided good telemetry and reception. Each PFN has an event recorder and is capable of reporting back to a local highway control center and or each other, via digipeating (repeating) through each PFN/TRAC unit and or the System and or also directly to a wireless Intranet Protocol gateway and land lines set of connections for local and gross traffic management and record keeping (application specific as needed).

In the logic tree for operations and interfacing of the local PFN/TRAC management units, the intersection traffic controller will be the master computer and the mobile PFNS will be slave units as operational algorithms in the traffic controller unit will assess speed type of vehicle (emergency ect.

and control the approaching vehicles through their operational algorithm and operate the traffic signal accordingly.

The In Vehicle System below is the PFN/TRAC dash lock up unit and the universal bus. Once again, the universal bus has plug, play and programmable connections and interfacing for vehicle components, multimedia devices and carry on devices or utilizes the wireless transceiver and modem connection managed through the RF scanner function detailed in later figures and or other wireless modalities detailed in earlier figures and related filings. So, interfacing with the PFN/TRAC vehicle operational management computer and driving algorithm can be achieved either by wire or wireless interface means from components on board the vehicle and off the vehicle. Both wire and wireless interfacing of any modality to the PFN/TRAC unit and system have always been within the nature and scope of the invention from it's inception to provide accountable command strings for reliable and trusted remote and automated controls for mobile and stationary applications.

However, in this figure the bus is depicted as a wired system to better illustrate all responsive connections and components for clarity and understanding. So from the left the universal bus a black line and shadow services the driver interface area including displays, alerts, the instrument panel, and provides sensing for the driver performing steering, braking and acceleration. Audio and video as well as other sensor arrays are additional possibilities and detailed through out the related patent applications.

All carry on electronic devices e.g. cellular phones, etc. interface through the universal electrical bus inside the protected lock box. These connectors are to be a universal standard with new cords made for older units or assigned short range transceivers to communicate via the scanner and transceiver section integrated within the vehicle PFN/TRAC unit so that it can be managed by the vehicle operational algorithm to coordinate safe use with the moving vehicle. Additionally, all vehicle electrical controls, sensors and electrical devices connect to the universal bus depicted as a black line with a light shadow to the right. Then this protected Primary Focal Node with Trusted Remote Activity Controller or PFN/TRAC system can manage and monitor all remote and automated controls and device functions. The commands and the resulting activities are recorded and reported remotely if an event meets the application specific program criteria. The data is sent to the appropriate wireless gateway and IP connection. Complex software algorithms beginning with accident avoidance and anti-theft shut downs and extending to complete robotics travel are planned for including a Federal Access and Control Technology termed FACT. This programming improves public safety and national security, while respecting an individuals rights to privacy and freedom of movement. This kind of PFN/TRAC accountable management is needed for the shared control scenarios planned for future vehicles e.g. In Vehicle IVA Accident Avoidance Systems.

The lower section of the page is the Remote Monitoring and management PFN/TRAC/FACT system. The illustrations show the wireless gateways and Internet Protocol connections along with the

mass data management and storage facilities. One important note is that FACT programming is reserved for governmental use under strict protocols and TRAC allows for Internet connections to any wireless gateway or server via radio or paging frequencies, or wireless Telephony protocols. (a necessary standards effort) FACT will be handled by licensed commercial systems, but be transparent and encrypted until it reaches the correct agency, application program level and key code.

FIGURE 21C

This figure is a list of Department of Transportation duties and functions that this invention the PFN/TRAC System can help to perform through automation and remote control. The following is a paper submitted to the DOT'S Driver Distraction Web Site detailing this advanced Human Machine Interfacing HMI for vehicles using this invention's technology. DOT is searching and challenging industry for ways to reach zero deaths on the Nations Highways. This article written by the inventor for submission to DOT details out the practicality of the invention and it's commercial, social, industrial contribution to organizing a safe machine messaging network for the automotive industry, insurance industry and government to meet future transportation needs. It is meant to show the difference between passive remote messaging and aggressive remote control and robotics performed practically in society on public highways with respect for individuals and societies institutions. Additionally the PFN/TRAC invention has been created to do the same for many other automated and remote controlled communication and machine messaging systems and applications. While, transportation and communication systems are dealt with extensively it is with in the nature and scope of the invention to apply to all robotics and remote control operation for enhanced accountable HMI applications and full robotics.

Article Title: Unable To Reach DOT Zero Traffic Death Goal

Author: Richard Walker (Inventor of PFN/TRAC System)

Subtitle: Today's Driving is like Dorothy and the Tinman -All we need is a Brain

Abstract for vehicle DOT application of the PFN/TRAC HMI component

Human machine interfacing must start with an accountable local management center if it is to perform aggressive remote control and robotics activities in the real world with humanity. It also requires an accountable and reliable machine messaging network and most importantly, social, industrial and legal acceptance. This paper summarizes an approach that can maximize the full potential of aggressive accident avoidance systems along with managing all electronic devices used in a vehicle, both physically and legally.

Human Machine Interfacing (HMI) presently is Brain Dead

A human can either be a good or bad driver; and during the course of a lifetime any driver will experience varying degrees of both at any particular point in time. Driver skill is greatly dependent on mood, health, use of drugs, driver training and other factors. During the course of our driving careers, we are all likely to be distracted from our primary responsibility to drive to the best of our ability. Our driving skills vary and attention span waxes and wanes without much consistency. When you add to these distractions and changing environments, consistent driving performance can never really be possible. Optimally, consistency in traffic movement allows for predictability and management. To achieve this, proper timing is crucial and reliable and trusted processing and communication is mandatory. Today's driver has only horns, flashing lights and hand gestures to communicate with drivers in the other vehicle. But even if communication is improved, timing and control is essential to avoiding collisions. Currently, the "state-of-the-art" in traffic timing devices is traffic lights and signs. These devices rely on the human brain to perform the processing required for our enormous traffic management problem. We certainly have great room for improvement in this area. Human Machine interfacing (HMI) and machine messaging are virtually non-existent on today's highways. This creates an unmanageable situation with fatal consequences for too many of us driving on our highways today, and this situation will not improve without major changes to the highway infrastructure and the tools we use to manage traffic. Mindful machine management (processing) with accountable messaging is the answer and provides the path to zero deaths on our highways.

Building a Brain for HMI

With the maturity of today's computer technology, we are obviously greatly behind in applying this technology to our current traffic management problem. Many devices today have evolved to Systems on a Chip (SOC), where complete processing elements, along with the appropriate software and electrical interfaces and sensors are contained within a single silicon chip. A network comprised of distributed SOC's with even the lowest performance could easily perform the traffic management processing required for any medium or large sized city. Technology is not the issue. We have for a long time had the ability to create mindful traffic management machines along with the required messaging networks to optimize machine use in traffic management. Evidenced, by related patent applications that describe this consolidation, integration and miniaturization process of the various detailed systems and modalities needed to create the application specific and universal PFNS.

I recently attended a DOT hearing concerning in-vehicle driver distractions as well as the In-Vehicle Initiative convention hosted by the Society of Automotive Engineers with DOT. The goal of zero traffic fatalities coupled with the technical advancements in accident avoidance products paints a bright future for traffic management. Equally impressive was the public-private partnership developed with original equipment manufacturers and supply line manufacturers. However, these device

developments are exhibition curio and not capable of use in the real world.

In contemplating the role of the Federal Government in the merger of technology and vehicular transportation, the critical first step is the creation of standards. These standards must address the reliability issues as well as the electrical issues. The future management of all electronic devices used in a vehicle will require a flexible, trusted interface with memory to provide accountability and trace ability that can evolve with new and emerging technologies. Presently, there needs to be an initial universal interface (standard) to manage in-vehicle electronics. It must:

- Be forward and backward compatible for interoperability with new as well as legacy vehicle systems;

- Improve public safety;

- Be acceptable to the industry, insurance carriers and the public;

- Provide supporting data; and

- Provide accountable recordings for vehicle-control scenarios to keep pace with current accident avoidance systems.

Kline & Walker created a Primary Focal Node that is a Trusted Remote Activity Controller (PFN/TRAC). This PFN/TRAC System™ is an accountable, universal, plug and play system with an HMI interface capable of performing the functions of a responsible mindful management center, and can act as a co-pilot in a vehicle for shared control scenarios. This system has the potential to quickly advance present accident avoidance technology, and can provide a future basis for fully accountable robotics and vehicle auto-piloting of all vehicle platforms. PFN/TRAC will improve public safety on our highways and is designed to be socially and legally acceptable. Processing algorithms along with traffic management protocols and guidelines for system use still need to be finalized in a public forum. This will require an architecture to be in place for system analysis, prototyping, integration and test. With IVI (In Vehicle Initiative) accident avoidance development fast approaching, there is a real need for an accountable management system to transition from the duly licensed and insured driver to shared control scenarios to fully automated robotics systems. PFN/TRAC was created for this progressive development.

Until now, technical development has been driven by separate commercial markets and is blind in many instances to the negative impact the device may have when used in a particular environment. A prime example of this is the advent of the cellular phone. Although this device has greatly improved communication and convenience, it has also had a negative impact on driver performance relative to distractions. Some states may ban use of cell phones due to the traffic safety concerns. It is obvious that in our highly mechanized life today we are in need of an accountable management assist system that can provide accurate up to date data to help determine the best choices for public safety relative to device use and impact. All use and performance data needs to be integrated into one system so that all factors can be properly analyzed for interactions that could affect overall system safety. This obviously

can be very complex; where subtle changes could greatly impact system performance. Now is time to properly coordinate and analyze the impact of new commercial electronic devices that may distract the driver in the vehicle, maximize the benefits these devices provide, and to supplement when necessary the driving performance when it is deficient. With new HMI technology markets available, accountable management plays a key and essential role. This is especially critical in the vehicle, where the movement of tons of steel can have devastating impacts to human lives.

Additionally, there is a need for accountable machine messaging networks located outside the car in remote locations and interfaced through a local control center (PFN). Many 'partial' systems that provide passive remote messaging have begun to be commercialized. These include "ON STAR" and the planned Mayday system. But there are crucial issues involving the next step in aggressive remote control and robotics which require protected accountability. For these automated activities the HMI processor or brain (TRAC) must record history and events through the primary interface management center (PFN). Additionally, data which summarizes other driver actions, timelines and system status would provide law enforcement and insurance carriers the information they require to determine fault. Although public opposition is expected, a protected, on board event recorder will be inevitable, since the benefits far outweigh the negative impacts to privacy. This is a key issue in the design of the PFN; that it be fully "trusted" by all parties; that it protect both the privacy of the individual as well as providing trusted and reliable information required by proper authorities. Without these attributes, the public would never accept its incorporation into their vehicle. Physically, for security and trusted operation, the interface, processor and event memory need to be integrated into one, protected, self contained system. SOC technology is ideal for this application. The PFN/TRAC system is such a system that manages and records all devices, events and timelines relative to vehicle operation and electronics.

Ultimately, the general public must evaluate the appropriate use of this technology and be equally responsible for its use. There is much more to PFN/TRAC technology than providing the accountable assistance in driving tasks and in traffic management. The technology provides a means for more individual freedom of movement even for the most challenged in our society. There is no doubt that humanity will coexist with increased use of robotics systems. This management solution is designed for this automated progression.

In closing, I would like to end with a quote from the Hand book of Robotics, 56th edition which provides excellent common sense guidance for the development of robotics and programs and protocols that are written for mindful machines of the future.

No.1. Primary Operating Algorithm

Optimum logic tree for shared control scenarios and robotics

“The Three Laws of Robotics

A Robot may not injure a human being, or, through inaction, allow a human being to come to harm.

A Robot must obey the orders given it by human beings except where such orders would conflict with the First Law.

A robot must protect it's own existence so long as such protection does not conflict with the First or Second Laws.”

Last century we gave up the horse who knew not to step on a fallen rider for power. This century we need Horse sense back in our horse power. We have the technology and it makes good sense to use it----- correctly and accountably. R. Walker

FIGURE 21D

Brief Description and Overview

Figure 21D describes a multi-band / multi-functional transceiver interface and the scanning function integrated with the PFN TRAC/FACT controller which is integrated as a system on a Chip or SOC. On the left, various communication links are combined and interfaced to the PFN/TRAC System, including the recent FCC allocated DSRC frequencies for mobile applications. The Primary Focal Node (PFN) is protected both physically and electrically via a containment structure, which also houses the Trusted Remote Activity Controller or TRAC. FACT stands for Federal Access and Control Technology. This technology implements industry/government standardized algorithms and protocols that provide the data storage, accountability, reliability and security functions needed for “trusted” operation.

TRAC's “trusted” operations are to be performed from this consolidated management center with a versatile communication scanner and routing function . The operations primary objective is to assist accountably, in real-time vehicle activities to better serve: public safety and national security while respecting an individual's civil rights. To achieve this objective the system initially manages and

routes communication systems with respect to driver capability and driving demands and activities. Government, Industry, The Insurance Industry and The Public have to participate in the critical issues of a more technically filled life of remote control, robotics and the necessary data acquisition needed for accountability. These issues and actions have to be addressed, approved and accepted by all parties for the PFN/TRAC management system to be truly "TRUSTED". They will involve real-time OEM, supply-line, accessory, multi-media, and wireless communications manufacturers, and completed operations insurance liability, personal liability insurance as well as risk management for public and private servers to the system. But the time is now and the need is great for a local management and communication routing system to coordinate and organize the rapid technical advancements that are continually flooding the various markets virtually blind to their cross environment use and impact. A government lead here is important, and this system can be a crucial first step in recognizing, organizing and guiding responsibly these commercial and technical developments safely in a free society like The United States. PFN/TRAC has been designed to assist government maintain this free society with free enterprise in a commercially efficient but socially responsible manner with greater real-time or near real-time service capabilities.

Figure 21D PFN/TRAC Scanner In Depth Description

Communications, computers, and machine controls are merging their components and capabilities to perform more remote control and robotics in every field, but none more rapid and influential to public safety than in the transportation industry. This figure depicts the properties needed to have a central universal local interface that can perform accountable machine messaging and manage traceable wireless communication routing.

The PFN/TRAC/FACT system has been created from a deep look into the future of vehicular travel and wireless communication to obtain the correct components and structure to assist in interagency coordination and management through a network of accountable nodes (short for Primary Focal Node or PFN) located on each vehicle. These nodes or PFNS perform optimal local routing to the various wireless systems through IP gateways as part of an inexpensive national machine messaging network. So that the proper governing agencies can perform their respective services and duties more efficiently, with accountability for the public in real-time or near real-time. Figure 21D serves to illustrate the versatile organizational platform to accomplish and manage growth of these merging technologies in a publicly safe and commercially sound manner.

The Figure depicts a local vehicle communications control center that will monitor and route all wireless communications with special priority given to the Dedicated Short Range Communications (DSRC) for the Intelligent Transportation Services. This is accomplished through operational vehicle programs, utilizing the recent FCC allocation of a 75 megahertz spectrum between 5.850-5.925 GHz for mobile applications. The PFN/TRAC scanning function will manage multiple- frequency use and routing, which can help to coordinate communication frequency changes to accommodate the present

International Interactive Highway (IH) systems across the continent. Additionally, this virtual mobile network of machine messaging can be programmed to communicate to each mobile node or PFN in real-time the best data pathways for the most efficient use of wireless transmission options onboard. This kind of management can also assist the use and reuse capacity of a specific frequency from the assigned 75 MHz for mobile applications, including prioritizing emergency communication messaging. This way local geographic areas can control their noise and further complete and organize enhanced 911 connections, including processing DSRC messaging to the best local access of NENA numbers either stored locally or remotely provided to the PFN/TRAC scanning management interface. DSRC coverage will be enhanced by being retransmitted through longer range communication systems onboard like cellular phones, etc. This would be of special value where DSRC service is inadequate to reach a wireless IP gateway or specific wireless phone node or land line connection. Even though the primary broadcast might be from a short range communication system like a DSRC only unit; it will have long distance routing capabilities through the virtual mobile web created by all the PFN/TRAC Systems working on each vehicle and interfacing short range communication with long range systems onboard.

Standards Notes:

1. A Further interagency standards effort is required to define hardware and software architectures parameters: that will provide modular and programmable connections and interfaces as an excepted universal plug, play, and program modality to accommodate versatile manufacturing, including forward and backward engineering concerns for all the merging technologies.
2. Additionally, as part of the enhanced 911 initiative a communication standard is needed to provide a generic data conversion algorithm to transcribe and process emergency messages from and through the various available wireless protocols. (This is further detailed in the PFN/TRAC writings)

The various communication systems listed on the left of figure 21D under communication links include: radio frequencies (DSRC) dedicated communication systems for special traffic alerts or automated driving and or law enforcement which additionally includes light or sound communication systems for law enforcement traffic control tools to perform public safety remote control by Remotely Piloting Vehicles through (RPV tools); Other communication links are: GPS, satellite, cellular telephone and paging systems.

Question : Why so many interfaced wireless possibilities in a single vehicle control center

Answers: To provide a manageable Universal Plug, Play, Program versatility-A

skeleton for interoperability for consumer options and use.

To provide local organization, management and accountability for future technical advancements and legacy vehicle and equipment upgrades.

To interface carryon devices with smart vehicle operations and driver activities. (safer cross environment equipment use and accountability)

- To provide back up communication links to fail safe remote control functions.
- To provide communication versatility in the mobile or vehicle setting.
- To create mobile communication repeating/digipeating networks for weaker transceivers to be interfaced with more powerful systems and provide future enhanced wireless systems for personal com-links.
- To enhance the 911 system to cover low power personal tracking devices i.e. for lost children, RC for patient care and the conditionally free or guarded individuals.
- To provide an organized, local and national accountable virtual mobile communication and machine messaging network.
- To maintain commercial versatility and freedom in the market place.
 - To coordinate the safe use of the various technical devices interfaced in real-time for public safety.
 - To help manage frequency reuse through local automated routing to control over taxing frequencies and controlling noise.
 - To match in real-time the best communication protocol and route for each communication application.
 - To provide traceable pathways to authenticate remote commands and accountably store essential event data locally and remotely.
 - To ultimately provide broad band wireless access to the last foot if need be --anywhere-- for everyone.

Obviously, this list will go on and on- The point being that all the future technical advancements and applications will have an organized, accountable, management structure in place for remote, messaging, control, and robotics. This way each agency can write protocols, rules, regulations, codes, and law for real-time- monitoring and management involving their duty realms. The system will provide operational and statistical data back to the proper agency, manufacturer, insurance carrier and the general public as protocols prescribe. Additionally, commercial service providers will have traceable communications pathways to assess fees. (monitored in real-time by FCC computer systems and algorithms if determined appropriate and necessary.)

A 3rd standards point for FCC consideration in the future; might be to have an ongoing process in place to manage and allocate use of automated multi-frequency scanners that are integrated activity controllers and perform local wireless routing like this purposed PFN/TRAC System.

This ongoing process will be needed to provide other agencies the capability to perform there duties in real time to better serve the public and to evaluate their functions. Additionally, commercial practices will need accountable safe guards for the FCC to insure that the best interest of the public is

being served in the proper use of the airwaves and that the appropriate fees are being fairly charged. The PFN/TRAC System is an accountable local focus center that is needed and needed sooner rather than later in the planning process of all government agencies. It can assist in good governance, guidance and management for all the merging technologies and opens the markets up in a safe and responsible manner.

A 4th standards point: Below the left column there is a box called Remote Memory and IP connections. This is not related to the onboard PFN/TRAC System, but a part of the entire accountable machine messaging network, which will require another standards review for wireless gateways, routing and Internet Protocols involving data management and storage for traceable commands, authentication, and accountability to assign the proper codes, rules, regulations, and law.

The reason the architecture calls for paging interfaces/connections is to provide a spectrum of progressive economic communication choices through the same plug and play trusted controller for various vehicle models and needs. This will allow for greater plus less expensive communication products to be offered to the public and continue to stimulate and organize commercial development in each of the wireless venues. As always the FCC and other concerned governing agencies (in this case DOT) will determine any application specific dedication or restriction on wireless service use and purpose. Regardless of this fact, if the device is to be used in the vehicle, while the vehicle is running, it should be interfaced through the central operations controller (TRAC). Because, TRAC is monitoring equipment and vehicle operation as well as, driver condition and response to assist in optimum driving by managing these extra activities with respect to driver distraction and vehicle operation.

The box to the right of the communication box labeled "Scan Function" continually monitors the wireless communication system to process data in a priority protocol (forthcoming). It can send a verbal hold message for voice communications. It will store (alpha/numeric) data messages in available data storage per onboard device inventory and/or carryon equipment interfaced; until safe driving parameters in the operational vehicle algorithm have been achieved. Then the message would be displayed in a heads up display set to real-time personal attention chunking levels as determined by the driving algorithm monitoring vehicle operation, driver attention, driver action and alertness. Voice recognition algorithms running in TRAC would allow for the driver to interact in this process. Voice communications would be monitored by the same operational driving program and conversations would be interrupted and progressed within safe operational driving parameters, where driver interaction was a factor in safe vehicle performance. The communication scanning algorithm would initially relegate in real time communications relevant to the safe operation of the vehicle and the condition of the occupants (i.e. DSRC driver alerts or warnings and automated highway instruction systems for vehicle response and or direct commands from authenticated law enforcement, etc.). This would be a main part of any vehicle operating algorithm

controlling all devices interfaced and all activity controls under the central management system (PFN/TRAC). The second priority communication processed from any source would be to transmit or process and retransmit emergency message protocols, that were received during a first priority driving function. This crucial data would be stored in an immediate recall memory for near real-time delivery and preserved in permanent event storage. Once again the actual protocols, rules, code, regulation and law would be part of a standards effort with government, industry and public approval as an intricate part of this process. (a necessary step to create a TRUSTED system for all) The PFN/TRAC/FACT System box is shown here as the box to the right. It is the processor/controller/computer/(SOC) component responsible for all the functions running all the programs detailed to the right of this box. The programs being run by this integrated system on the right show the operation and management of communications described earlier along with the vehicle activity controls and HMI concerns. All these activities will have feed back sensors for accountability. The other resident programs provide for electronic payment devices, like card swipes and financial transaction software with PGP and other forms of encryption including other high security encryption technologies like (DES as required for Military & Embassies etc.) . Other security programs will involve authentication and identification programs with the appropriate interfaces and connected input sensors and devices.

Not mentioned earlier PFN/TRAC/FACT system performs an electronic vehicle component inventory in real-time when the system boots up i.e.(vehicle ignition is one start to this process). Additionally, any service work component replaced will trigger tamper and secure sensors for essential moving safety components; (triggering trouble codes) requiring new components to be logged though scan sensors (bar code or key punched) into PFN/TRAC's near real-time report memory storage. Report protocols determined by governing authorities e.g. like DOT. will be provided essential public safety data e.g. (sensor records wheel removal PFN/TRAC requests—tire replacement ID information lot No., service company code No., or worker ID, or personal SSN performing the service function with a Uniform Code of Work Performed Number. At the bottom of the programs listed on the right is the automated environmental onboard data OBD sensing program for the automated EPA data collection on the impact of a particular vehicle on the environment and or on the nation's highway infrastructure. DOE also can use this automated wireless monitoring to assess fuel use or alternative energy use and any impact on natural resources. Each agency will have their own PFN/TRAC running programs to contact the appropriate IP gateways and application specific wireless download protocols they require. Or use commercial servers with the data transmitted in a transparent form until it reaches the correct agency their application level and or key code encrypted software. (application specific)

FIGURE 21E

Figure 21E illustrates an example of how each subsystem would communicate within a personal PFN tracking architecture. The subsystems would form a large "virtual" network capable of determining a lost child's position, independent of any limitations within each subsystem, such as in a

limited range RF transceiver, a low bandwidth paging frequency system or cellular system. A distributed architecture which locates the multi-band scan function in each vehicle, allows any vehicle to receive and/or relay a distress message via FACT protocol. FACT (prepared in this case with the Justice Department, FBI and local law enforcement protocol involving UCR and IBRS specialist) would help define how a coded message with ID and location information should best be formatted and sent to the appropriate monitoring authority through the best communication route available at any particular time. This would be completed with the FCC and industry of course. Ideally, this application would be tied into local and national law enforcement monitoring and management centers that receive the information in a standardized format from various sources. These sources include commercial servers, government wireless gateways and privately owned wireless intranets that have Internet connections.

This example is used to illustrate the advantages of a PFN/TRAC system's repeating capability and communications routing functions when applied to various wireless systems. The advantage of a distributed architecture which distributes communications functionality throughout the vehicle platform allows longer distance coverage by using lower power transmitters both within the vehicles themselves and on the individual being tracked. As stated earlier, to achieve this level of interoperability, there needs to be an organized effort to standardize interfaces, protocols and algorithms used by the various wireless systems, suppliers and device suppliers that use such an architecture. If this level of standardization and interoperability were available today, present vehicle platforms could take advantage now of the architecture. This approach to systems integration is an absolute necessity in the trusted, accountable and highly automated remote control and robotics systems of the future. PFN/TRAC has been planned using Science Technology and Society (STS) principles with an in-depth analysis for the future of communication, computers and machine use, including Human Machine Interfacing (HMI) and the accountability needed for shared control scenarios.

In addition, dedicated frequencies and routing protocols need to be reserved for emergency communications. These com-links would use 911 wireless emergency services including NENA numbers with appropriate IP connections. Obviously, efforts have started in this area with the implementation of emergency cellular phone dial-ups and vehicle wireless servers including the On Star program, the Mayday program and more recently the Ford Qual Comms Wing cast program. PFN/TRAC is designed to interface with these systems and provide additional organization and integration locally and provide accountability on board processing for remote control, robotics and integrated communication routing.

PFN/TRAC functions in a secured environment, which is protected physically, electrically, and legally. The architecture was expressly developed for all of society, government agencies and industry to freely function more harmoniously with the merging of technologies.

FIGURE 22*Track a Con.COM*

This system would allow for parolees to be back in society while their movements and activities were monitored and governed by an automated computer system that would track physical movement through GPS, or LoJack or Cellular and/or RF triangulation on a personally carried device that monitors body temperature, pulse rate and provide for positive identification, e.g., fingerprint or eye iris evaluation

The device would be controlled by the master controller and support local Web page access and hyper-link capability. Tactile and galvanic sensors would be capable of detecting chemical changes in perspiration and determine the chemical equivalent for a specific person drinking and provide a specific electrical signal that is transmitted back to the parole center for a con beep and direction to either report in or take a skin prick check or a breathalyzer. Locations of area liquor dispensing or known drug activities and be plugged in as trail markers on the GPS and flag a convict's questionable activities or ask for the above checks.

Prior victims of crimes that an ex-con is convicted will be notified of the TRACK A CON.COM and the convict will be given a reasonable distance to stay away from the victims. Once again the appropriate trail markers will be posted as GPS, etc. Geographic coordinates and will notify authorities and victims of flagged improper movements. The convict will be alerted as will and warned to report in and move out of the area. Additionally, the victims can be outfitted with a mobile page and/or Track system warned directly of a past ex-cons close proximity. Additionally, the victim and community can track the parolee on the system by contacting the web pages. Also the RF signals could be RF, Cellular but specific for the scan function in individual PFN/TRAC units for this purpose and special intranet.

FIGURE 23 (What PFN/TRAC is and what it means to the FCC)

The purpose of the PFN/TRAC System is to organize wireless communications with automated vehicle controls and Human-Machine Interfacing (HMI) in an accountable and manageable architecture for government, the public, the insurance industry, the electronic payment industry and our legal system. There is no doubt that humanity is evolving to a future of more automation, remote control and robotics, which will require traceable, reliable and secure communications to provide accountability. A primary example is the DOT In-Vehicle Initiative IVI-OEM's accident avoidance systems. One great advancement is that vehicle speed can now be controlled to avoid a front-end collision. This seemingly benign activity is in actuality a serious action in which an automated system takes aggressive control of the vehicle, and for a short period of time, becomes the "driver" of the vehicle, replacing the duly licensed and insured human driver. This "machine action" presents totally new challenges in the legal area in terms of liability for such actions, and it will not be long before systems are developed for law enforcement, which can take full control of a vehicle being used

in an unauthorized or unsafe manner. It is for this reason an organizational platform needs to be in place now with assigned frequencies, protocols, codes, rules and laws. The PFN/TRAC System was created to provide this structure for mobile vehicle platforms and for stationary equipment as well. It is a way to organize and standardize on a protected, accountable architecture, along with the appropriate plug and play interfaces as part of a remote monitoring and management system using an accountable machine messaging net work.

Because there is an immediate need for development in the mobile area, I am sending a summary of our work currently in progress with the Department Of Transportation as an example of some applied PFN/TRAC applications. Initially, we would like to meet with the FCC to coordinate an effort in developing the PFN/TRAC System to structure wired and wireless communications for both mobile and stationary applications. This standardization effort would encompass Internet Protocol (IP) integration for government agencies that would use repositories of information, i.e., large databases and database management systems resident on government, public and commercial servers and accessible through commercial service providers. In a parallel, we are generating interest with OEM electronics manufacturers and organizations like CEMA for the PFN/TRAC System. This package details our efforts to coordinate with the Federal Communications Commission. We have a cost-effective approach for all government agencies to review and assess the value of the PFN/TRAC System. PFN/TRAC technology enables government agencies to facilitate the coordination, integration and management of the disparate and sometimes conflicting technologies of communications, computers, machine control, and Human-Machine Interfacing (HMI). As systems evolve towards increased automation and more distributed control and complexity, and use data and technology in larger numbers of public and private entities, issues of security, accountability, and liability are also intensified. The issue of who is responsible or "at fault" when systems fail will be more difficult to resolve. New "accountable" systems that respect everyone's rights must be the plan for the future. The PFN/TRAC System is the right future for responsible and accountable machine management in our society.

A general statement made for the diverse data gathering and management of the Invention: The invention serves two basic data acquisition functions to determine and classify information or data in accountable automated categories in the individual node and system. The first goal is to rapidly provide essential safety data to the Public. Accurate statistical data second goal is to collect and protect good investigative data on equipment, environment, products, and people for application specific incidents employing the appropriate protocols and procedures to be processed, handed and managed for legal use. (evidence grade data management)

Questions and issues for the implementation of this invention the PFN/TRAC System. Rights to Privacy vs Public Safety/National Security; Court evidence parameters will involve disclosure process and the fifth amendment with regard to personal recordings (No fishing expeditions should be

allowed either in investigations or judicially. A narrow use and directives should cover judicial review and approval of any recordings involving a specific incident and court use).

Additionally: Limits to Commercial investigative uses to rewards and fair rate assessments not persecution must be strongly put in place with legal penalties . The accountable process will fully disclose data to the Individual privately as part of the accountability process for commercial decisions with a review board to insure fair and legal practices--- abstention from this policy or use should result in awards and remedies for the Individual as civil rights violations. (e.g., secretive profiling, unknown invasion of privacy, etc.) The PFN/TRAC invention is to address openly real issues and reasonable risk and fair assessment for the individual and the commercial parties for shared liabilities in real life and in a future life with more machine controls . It has been created with respect for all venturing parties as it's goal. One advent could be the development of real-time liability Insurance, for multiple OEM Manufacturers and service operation companies in the form of completed operations insurance for service and product performance and/or professional installation and or repair ,as well as personal liability insurance for self performed service or operation equipment installation and errors, can be some of the off shoot commercial services from this real-time accountability which can result in less cost for all parties with improved safety, consistent service, freedom and peace of mind.

CLAIMS

1. A real-time vehicle or equipment management system including a primary focal node (PFN), comprising:

at least one sensory device monitoring and reporting on data including command function results of at least one of peripheral devices and equipment with application specific data and optional application specific geographic coordinates corresponding to the application specific data;

at least one memory, operatively connected to said at least one sensory device, and located in or on the vehicle or the equipment, storing a plurality of interface protocols for interfacing and communicating, said memory equipped with at least one of an application specific backup device and a redundant memory function recording application specific automated and remote control command strings to the peripheral devices that perform automated and remote control functions;

at least one processor responsively connectable to said at least one memory, and implementing the plurality of interface protocols for interfacing and communicating with the plurality of external devices;

a plurality of external devices supported by at least one interface for C.O.T.S. products and accessories, the plurality of external devices interfacing with said at least one processor via at least one of the plurality of interface protocols, including at least one of: pagers, wireless phones, radio frequency equipment, locating equipment systems, cordless phones, laptops, one-way communication device, two-way communication device, and computer organizers, at least one of said plurality of external devices including a report back capability to report the data collected by said at least one sensory device to at least one remote location including the application specific data that is stored in the PFN; and

at least one two-way communication system including at least one security device or routine to condition the signal with at least one security protocol including at least one encryption technology to securely interface between at least one of the plurality of external devices and said at least one processor.

2. A real-time vehicle or equipment management system including an optional security function that restricts unauthorized access thereto, comprising:

at least one operation sensor recording the operations of the at least one of the vehicle and equipment as a recording signal;

a memory storing the operations of the vehicle or the equipment received from said operation sensor in a secure manner; and

a processor responsively connectable to said memory, receiving the recording signal,

at least one communication device reporting or transferring data to at least one remote

monitoring and control system with transmission of the data being optionally two-way transmission for memory storage recording of remote control commands, the recording signal from at least one of operation sensor, audio data records and visual data records, said at least one communication device comprising at least one of:

- a two-way pager responsively connectable via at least one of a processor and a computer stored in a secured manner and capable of transmitting data to download to at least one remote monitoring system;

- a wireless telephone responsively connectable via the at least one processor and computer stored in a secure manner and capable of transmitting data to download to the at least one remote monitoring system;

- a radio frequency transceiver responsively connectable to the at least one processor and computer stored in a secure manner and capable of transmitting data to download to the at least one remote monitoring system;

- a physical connector interface port responsively connectable to the at least one processor and computer and at least one of protected, shielded and maintained in a secure manner, and capable of transferring data to download to the at least one remote monitoring system;

- an optical light data transmission port responsively connectable to the at least one processor and computer and securely maintained, and capable of transmitting data to download to the at least one remote monitoring system;

- a multi-tasking law enforcement device capable, optionally through electronic security protocols, to communicate with the at least one processor and computer and download to the at least one remote location;

- at least one processor and computer responsively connectable to at least one memory and at least one auxiliary communication device in a secure manner that can be processed to any other communication device responsively connectable to the processor or computer to download the data to the at least one remote monitoring system;

- at least one processor and computer responsively connectable to a Global Positioning System (GPS) able of transmitting GPS coordinate data protocol to the at least one remote monitoring system;

- at least one processor and computer responsively connectable to at least one magnetic card swipe device that can transmit via other communication devices to the at least one remote monitoring system for at least one of billing, debiting and crediting;

- at least one processor and computer responsively connectable to at least one of audio and video devices and other communication systems to at least one of guide and control remotely a vehicle;

at least one processor and computer responsively connectable to at least one memory to record at least one of an audio and video signal, and data used to control a vehicle remotely; and

at least one two-way communication system including at least one security device or routine to condition the signal with at least one security protocol including at least one encryption technology to securely interface between at least one communication device and the remote location.

3. A real-time vehicle or equipment management system according to claims 1 or 2, wherein said system is used for a local operational vehicle/equipment management center wherein the operational center is a driver assist or auto-co-pilot to coordinate and interface other equipment operations as slave functions or sub-routines for the safe operational or driving algorithm of a host piece of equipment, including remote control, shared controls HMI and or robotics control to assure optimal safe performance for real-time driving functions by managing interfaced components accordingly,

wherein the interface in the operational center includes, but is not limited to: vehicle buses, control devices, multi-media devices, wired or wireless communication connections or systems including universal, plug, play and programmable connections or modular modalities for hardware or software components used for installation, service and operation via manufacturing, supply-line manufacturing, commercial after-market installers, service personnel or performing regular maintenance or equipment installation, augmentation or use, and

wherein the operational management center is protected physically, legally and performs local interfaced and inventory operational integrity checks and optionally responsive to a remote machine messaging network and registry that provides and receives information from and for the local management center to perform public service and safety functions such as authorize the use and activate of a specific piece of equipment through the operational algorithm for the interfaced equipment and or the host equipment.

4. A real-time vehicle or equipment management system according to claims 1 or 2, wherein said system is consolidated and integrated in as Systems On a Chip (SOC) technology or any interfacing of hardware and software.

5. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said plurality of external devices includes at least one of: an electrical actuating accessory and at least one peripheral device controlling automated remote control functions utilizing at least one of electricity, compressed air, gases, vacuums, hydraulic and fluid pressure.

6. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said plurality of external devices includes at least one of: electro magnets solenoids, motors, mechanical or silicon relays, pistons, cylinders, pumps, valves, adjustable valves pindle valves cables, linkages levers, shifter forks, paws, ratchets, catches, couplers, spring returns, gearing or power transfer mechanisms cases, brake pads disk assemblies, or drums, clutches and/or interlocking drive mechanisms, spined hub collars and shafts.

7. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said at least one of said plurality of external devices include a backup system to provide back up to any automated, remote control system.

8. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said at least one of said plurality of external devices includes at least one of a coyote circuit and other circuit used to create a plug and play connector as a universal modality to interface with at least one of electrical parts, components, devices, C.O.T.S. personal products or different manufactures products.

9. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said at least one of said plurality of external devices includes at least one application used in conjunction with a security system, home computer controller system, household equipment and utilities management system to organize, store, complete phone node contact and transmit data for utility and/or equipment use for any billing, personal records and/or taxing for same, as well as, provide services for repair and maintenance purposes.

10. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said at least one of said plurality of external devices includes the function of operating at a specific location and not being transferrable to another location without authorization, and when transferred in an unauthorized manner, the at least one of said plurality of devices transmits an identification signal to report the location of the displaced equipment.

11. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said at least one of said plurality of external devices are supported by a universal interface for separate C.O.T.S. products and accessories, the at least one of the plurality of external devices interfacing with said at least one processor via the at least one of the plurality of interface protocols, providing the capability of the at least one of the external devices to be at least one of remotely controlled and remotely operated.

12. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said primary focal node supports at least one of application specific software protocols and hardware systems for industry standards for recorded data as determined by at least one of codes, specifications, rules regulations, and laws, for at least one of vehicles, equipment or machinery use.

13. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said real-time vehicle or equipment management system includes redundant remote storage in at least one remote location in at least one application specific industry standard protocol as determined by at least one of codes, specifications, rules, regulations, data handling procedures and laws for at least one of equipment, machinery and vehicle use.

14. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said real-time vehicle or equipment management system is at least one of global network, web and Internet accessible to monitor remote control function in real time and to mass store data off-board as transmitted by the PFN and/or other machine messaging systems and to access the web for personal use from the PFN for E-mail messaging and/or remote tracking either personally, as commercial service and/or for legal and/or governmental reasons.

15. A real-time vehicle or equipment management system according to claims 1 or 2, or 3 wherein said real-time vehicle recording system is substantially stored in a stop and control box to prevent unauthorized access thereto and the vehicle.

16. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, further comprising a payment mechanism in or on the vehicle, responsively connectable to said at least one processor, said payment mechanism collecting vehicle information and providing real-time billing, debiting or crediting from the vehicle, and retrieving at least one of a script or electronic signature from a card carrier, and verifying the identity of the card carrier via at least one of photograph, fingerprints, and identification.

17. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said at least one processor performs at least one of the following functions:

remotely controlling at least one of robotics functions to activate and control vehicle operations, remotely billing for use of the vehicle, remotely operating at least one machine, evaluating and diagnosing computer or processor malfunctions, remotely ordering materials and service personnel to perform at least one of service and repairs, remotely performing price quotes for cost of the at least one of service and repairs, remotely performing repairs electronically, and remotely shutting down equipment;

remotely controlling data exchange representing a monetary exchange via a focal node to perform a secure and protected containment function of: to restrict unauthorized use of equipment, to record and preserve data in an acceptable legal manner, and to bill at least the vehicle user, thereby providing a total accountability system;

at least one of networking and communicating with at least one gateway to other computers and computer networks that manage data, said gateway determining whether the other computers and computer networks are to be at least one of networked and communicated with to further monitor and store data for at least one of billing, regulatory compliance and legal compliance, and optionally for at least one of social economic and environmental impact;

at least one of networking and communicating with at least one of other computers and computer networks that manage data, including at least one of vehicle location, equipment technical assistance, personal accounting for machine or equipment use, billing, debiting, crediting, vehicle operations, service and repairs; and

monitoring equipment for health and safety conditions potentially adversely affecting the public, including at least one of reckless driving, driver impairment, pollution, vehicle unsafety.

18. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said at least one processor performs at least one of the following functions:

collecting machine message data from said real-time vehicle recording system used to compile data for a public media or web page, and transmitting the machine data thereto;

presenting the machine message data on at least one web page that originated from at least one equipment on said real-time vehicle or from a machine messaging network;

recording and reporting to a monitoring gateway for billing for highway use by the vehicle; collecting and storing data corresponding to charging at least one electric vehicle;

reporting, recording and billing automatically using a real-time billing system in the vehicle corresponding to time a geographic area roadway is used;

determining impact on environment including roadways, using at least one sensor recording at least one of:

weight and emissions ratings for atmospheric impact type of at least one of fuel and energy used;

time of operational machine use;

amount of fuel or energy used;

type of waste product produced; and

amount of the waste product produced.

19. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said at least one processor performs at least one of the following functions:

recording at least one of audio and video traffic vehicle impact, and recording and reporting to at least one remote monitoring system for at least one accident investigation and machine accidents in a data secure manner;

recording information used in insurance investigations to decide claims and assign liability; determining liability and accountability to be used in legal proceedings and optionally to be used in determining safety parameters, rules, regulations and laws;

recording at least one of audio and video captured criminal incidents by activating unattended vehicle systems to report criminal events through remote control;

recording at least one of audio and video captured news events as witnessed by a machine system including at least one of weather conditions, and traffic conditions.

20. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, further comprising at least one operations sensor recording information including at least one of operations of the vehicle, highway conditions, speed limits, driving conditions including speeding, reckless driving, drunken driving, road rage, pensive or inefficient driving, and wherein the information of the vehicle are received from said operation sensor and stored in said memory and downloaded to at least one of a remote monitoring system, a remote billing system, and a remote data analysis system.

21. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein storage of the information includes storage with two onboard and at least one offboard storage of the host piece of equipment, the offboard storage optionally including application specific Email or warning flag detailing an electronic serial number associated with a privately owned or personal E-mail address.

22. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein the PFN includes more than one purpose optionally billing for commercial service or for specific service of a machine and simultaneously gathering data on any incident or accident event or provide additional controls by off board control and/or management systems in an emergency or in the case of a compromised operator in real-time.

23. A real-time vehicle or equipment management system according to claims 1 or 2 or 3 wherein an electronic serial number (ESN) allows each element within the matrix to be securely and accurately tracked, inventoried or controlled, either through a local control loop or remotely, by an authorized application or agency.

24. A real-time vehicle or equipment management system according to claims 1 or 2 or 3 wherein an electronic serial number includes the basis for digital encryption of information passed between the PFN device and the controlling entity with local network processing nodes through public communications channels such as the phone lines or Internet initiated in many cases wirelessly from mobile PFNs accompanied by their Mobile Identification Number.

25. A real-time vehicle or equipment management system according to claims 1 or 2 or 3 wherein this programmable software and/or any other accountable software program that performs automated and remote control and/or robotics functions as a result of programming that can authorize, authenticate and preserve commands and save feedback data as a TRAC software program (TRUSTED) is proprietary to this technology and its nature and scope.

26. A real-time vehicle or equipment management system according to claims 1 or 2 or 3 wherein at least one non-volatile memory storage and controlled events are in secured environments so that it is highly tamper resistant through physical means and equally protected through electrical means and tamper resistant software programming to become an agreed upon standard for accountable reliable and trusted software commands and record keeping for passive and aggressive remote control and robotics to analyze, judge, evaluate, value, appraise and monitor, manage and control at least one of vehicle use, machine use, equipment use, facility or installation functions, perform financial transactions in real time and in stationary and mobile settings.

27. A real-time vehicle or equipment management system according to claims 1 or 2 or 3 wherein accountable data is provided to an E-mail address web site and/or through the use of the World Wide Web and/or Internet Protocol (IP) for at least one of financial purposes, locating use, government uses, service providers, social purposes, environmental purposes.

28. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein at least one of modular and programmable routines are determined by the existing hardware and operating system firmware or software for any application responsively connectable through any communication medium by querying each component device attached through a PFN/TRAC system and/or piece of equipment to determine if said connectable component is legitimate and cleared for safe public use.

29. A real-time vehicle or equipment management system according to claims 1 or 2, wherein a registry includes all applicable government agencies with their own access to the Registry and/or network with encrypted codes and Identity command strings which are communicative and also provide access for the general public with their Private Encrypted Identity codes (PINs, etc.) for access to same said registry.

30. A real-time vehicle or equipment management system according to claims 1 or 2 or 3 wherein a registry is accessible by a plurality of manufacturers on a worldwide scale with a plurality of security protocols for the marketing and use of components, devices and equipment, such that manufactures provide identification data and programming to give authorization and value for each sale and use, and wherein the registry and the local PFN will not activate either the component, device and/or piece of equipment without proper authorization, including resale and reuse of modular components, devices or pieces of equipment to any other connectable and responsive device or system, such that upon each reconnection or installation for service an electronic local and system wide query is initiated by any new installation, which contacts the registry for proper valuing, billing or crediting, recording and activation of the component and receiving unit.

31. A real-time vehicle or equipment management system according to claims 1 or 2 or 3 wherein a registry including encryption on the Web will support any and all payment industry software.

32. A real-time vehicle or equipment management system according to claims 1 or 2 or 3 wherein record keeping requires at least one of terminal and device electrical serial numbers and personal identification numbers as part of its authorization and authentication program with the time date and any geographic location coordinates or address of all the equipment and systems participating or performing entries or accessing any application folder or event file in storage at any location or part of the registry.

33. A real-time vehicle or equipment management system according to claims 1, 2 or 3 wherein a host piece of equipment will not operate any of its accessories unless it is provided the correct signal from the registry or a security network, and wherein commercial off the shelf (COTS) products utilize these security functions for more immediate cost effective conversions.

34. A portable primary focal node (PFN) tracking device that is worn by an individual and reports a location to at least one web address through a public server gateway node, or publicly owned provider node using any type of communication system, and an additional claim is made for the networking of any multi-communication capable PFN to relay or repeat shorter range signals for personally worn PFN devices.

35. A portable primary focal node (PFN) tracking device according to claim 34, wherein said PFN tracking device includes a protected accountable operational management and communication relay center (a system of PFN/TRAC) which provides traceable communication routing and performs a sentry scan function in a sleep or operational mode to communicate through the virtual network of stationary and mobile equipment with similar devices and wireless gateways or connections to relay converted messaging or direct signals through automated or manned remote communication systems or systems with Internet Protocols (IP) or IP architecture for monitoring, management and data storage, optionally with host equipment, vehicle or as a stand alone device in an operational mode.

36. A further claim of universal communication use is made for this scan function according to claim 34 or 35 for all forms of communications including RF signals either narrow band, broad band, long range, short range, light communications, land line systems, fiber-optics, line of site, microwave as might be useful or determined needed for any application specific equipment to function and complete a virtual communication and machine messaging network.

37. A real-time vehicle or equipment management system according to claims 1, 2 or 3 operating as an accountable end user instruction center or audio tutor to deliver E-learning and educational programming via the PFN TRAC unit system.

38. A real-time vehicle or equipment management system according to claims 1 or 2 or 3 that can be utilize government and military security protocols, including DES and DET, for national security or public safety through using any and or all of the modalities for rapid conversion of Commercial Off the Shelf (COTS) products to increase needed government equipment inventories for high security remotely piloted or robotics assisted vehicles/equipment and communication systems.

39. A real-time vehicle or equipment management system according to claims 1 or 2 or 3 that provides write one-time memory storage locally as a secure accountable function to track and identify the source of any tampering or hacking to the PFN/TRAC System as part of a diverse and rapid tracking modality with any and all necessary application specific protocols and protection detailed or inherited and available in keeping with the nature and scope of this accountable invention.

40. A real-time vehicle or equipment management system for data processing and management locally and systemically comprising a PFN/TRAC System for personal and public handling of data to include data acquired at private or personal levels or to be used in legal proceedings to be communicated and stored transparent and encrypted and to also require personal identity or special security verification or clearance to access, said public or statistical data being stored less secure and reported in real-time for public safety use through publicly accessible means and mediums that are deployed and employed legally, civilly, socially and commercially through the appropriate law, rules, regulations, codes of governing agencies and standard efforts.

41. A real-time vehicle or equipment management system according to claim 40, wherein said system is utilized in a Federal Access Control Technology Register of the PFN/TRAC system to demand a local integrity check and storage for electrically interfaced components identification and non electrical safety components to be held in a current inventory and part of an active operational inventory/recorded from the date of manufacturer or install, with the appropriate identity information for each component to be preserved locally and reported in real-time systemically or for any pertinent application specific event to the appropriate monitoring systems for public and private use and notification, and wherein said system implements a stop function that must be satisfied to restart the vehicle for an invalid integrity check of the local system, and said system determines when an unsatisfied system status can be created by a defective component, FACT alert message, or local tamper sensing that will require work code description input information including new component ID and tracking information as well as worker ID and establishment number, and when a personal repair, and identifier is required including a social security number, License Number or mechanical certification testing with an issued number to perform specific repairs on personal vehicles that use public roadways.

42. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein for the PFN/TRAC units and system to provide secure, trusted, accountable and highly specific encrypted communications to a secure, trusted, election registry or intranet repository of the highest security that is appropriately governed and guarded, locally and nationally for voting with real-time casting and immediate individual checks and verification of an individual's vote and identity by the individual with electronic balloting and a back up redundant physical/ electronic encrypted ballot card device transparent to all but the voter who can use and reuse it privately with identity checks to verify their individual private casting of votes as correct through the system with any automated recheck process or original vote casting procedure or protocol or technical architecture determined by the appropriate standards or law.

43. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said system further provides the functionality of intersection control.

44. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said system is used for the interfacing of components by wire or wireless means, for in vehicle components, carryon devices or any multimedia or communication component or system, either through any in vehicle data bus or receiver/ transceiver/modem/ scanner or optical light system.

45. A real-time vehicle or equipment management system according to claim 44, further comprising a laser light communication device that can be pointed to a optical light reception target on a vehicle and send a remote control shut down signal to be processed for official authentication through the onboard PFN/TRAC unit or used as a separate system.

46. A real-time vehicle or equipment management system according to claims 1 or 2 or 3, wherein said system includes a multi scan function to utilize local short range RF frequencies more efficiently by managing and making frequencies available with less noise and congestion through automated routing and rerouting processors including converting and transferring signals or messages for multiple frequency use and applications for analog, digital light and sound communication technologies as well as wired and fiber optics.

47. A real-time vehicle or equipment management system according to claim 46, wherein said system is used in an accountable scan and retransmit or repeat function to increase more efficient communications in transportation industries including aviation, rail and automated roadways.

48. A real-time vehicle or equipment management system according to claims 46 or 47, wherein said system includes a combination and use of short range radio frequencies, including Dedicated Short Range Communication DSRC frequencies allowed for mobile applications, to be used in a repeating application through scanners or receivers or transceivers and processors to repeat a signal or retransmit a message through same frequency or another frequency, analog or digital, for personal or commercial PFN/TRAC devices linked for long range tracking or remote control and management.

49. An interactive highway beacon system that sends RF signals or wireless communications to traveling vehicles and delivers verbal warnings in the cabin of the vehicle to alert the driver to up coming hazards or an accident, and provides visual messages on a heads up display in the vehicle or road side real-time changing signs.

50. An accountable educational tool that uses the Internet and public web pages to provide current instruction and safety materials including an interactive driving manual that has to be accessed or optionally can be accessed prior to state reissue of license or after receiving a citation, including an optional reward or reduced punitive reward such as reduced insurance rates or decrease in public fines for operational equipment violations.

51. An accountable educational tool according to claim 50 for an operational or driving algorithm on board a piece of equipment or vehicle that evaluates driver weaknesses, optionally assists in real time any deficiency, and directs the corrected driver to the instructional web site for remedial enhancement for their driving or equipment operating deficiencies, and optionally provides accountable or anonymous access to this educational process, and optional automated testing or re-evaluation check, and utilizes evaluating physical response or interaction through simulator enhancements, through the equipment's operational computer systems or through other computer systems capable of hosting an acceptable simulation.

52. An accountable educational tool according to claims 50 or 51 including an interactive issues forum web page to review and optionally respond to local, regional or state, national or world issues, to include optional accountable secure voting.

53. A real-time vehicle or equipment management system according to claims according to claims 1 or 2 or 3 or 43, wherein said personal and equipment PFNTRAC units are tracked, traced and responsively connected with at least one of human machine interfacing, automated management systems, traffic control systems or signals, vehicle to vehicle communication, vehicle to bicycle communication, bicycle to pedestrian communication, and pedestrian to any vehicle platform for interactive highway or rail, and used as a safety management enhancement.

54. A universal interface system interfacing disparate systems to construct intelligent transportation controls and management with respect to national and global architectures to include, local, regional, national and global needs or requirement.

55. A traffic management system comprising interactive intersections, transition zones, interchanges and any highway structure and accompanying management system or control device to interface personal and equipment PFNs in the accountable management of traffic flow.

56. A real-time vehicle or equipment management system including a primary focal node (PFN), comprising:

- at least one sensory device monitoring and reporting on data including command function results of at least one of peripheral devices and equipment with application specific data and optional application specific geographic coordinates corresponding to the application specific data;

- at least one memory, operatively connected to said at least one sensory device, and located in or on the vehicle or the equipment, storing a plurality of interface protocols for interfacing and communicating, said memory equipped with at least one of an application specific backup device and a redundant memory function recording application specific automated and remote control command strings to the peripheral devices that perform automated and remote control functions;

- at least one processor responsively connectable to said at least one memory, and implementing the plurality of interface protocols for interfacing and communicating with the plurality of external devices;

- a plurality of external devices supported by at least one interface for C.O.T.S. products and accessories, the plurality of external devices interfacing with said at least one processor via at least one of the plurality of interface protocols, including at least one of: pagers, wireless phones, radio frequency equipment, locating equipment systems, cordless phones, laptops, one-way communication device, two-way communication device, and computer organizers, at least one of said plurality of external devices including a report back capability to report the data collected by said at least one sensory device to at least one remote location including the application specific data that is stored in the PFN; and

- at least one two-way communication system including at least one security device or routine to condition the signal with at least one security protocol including at least one encryption technology to securely interface between at least one of the plurality of external devices and said at least one processor,

wherein, responsive to real-time or near real-time feedback on the operator of the equipment or driver of the vehicle, said system is adapted for use as an operational vehicle/equipment management center wherein the operational center includes driver assist or auto-co-pilot functionality to coordinate and interface other equipment operations for the safe real-time operation of the vehicle or equipment by managing interfaced components.

MONITORING AND CONTROL SYSTEM FOR PFN'S DATA BASE CONNECTION OR WWW.

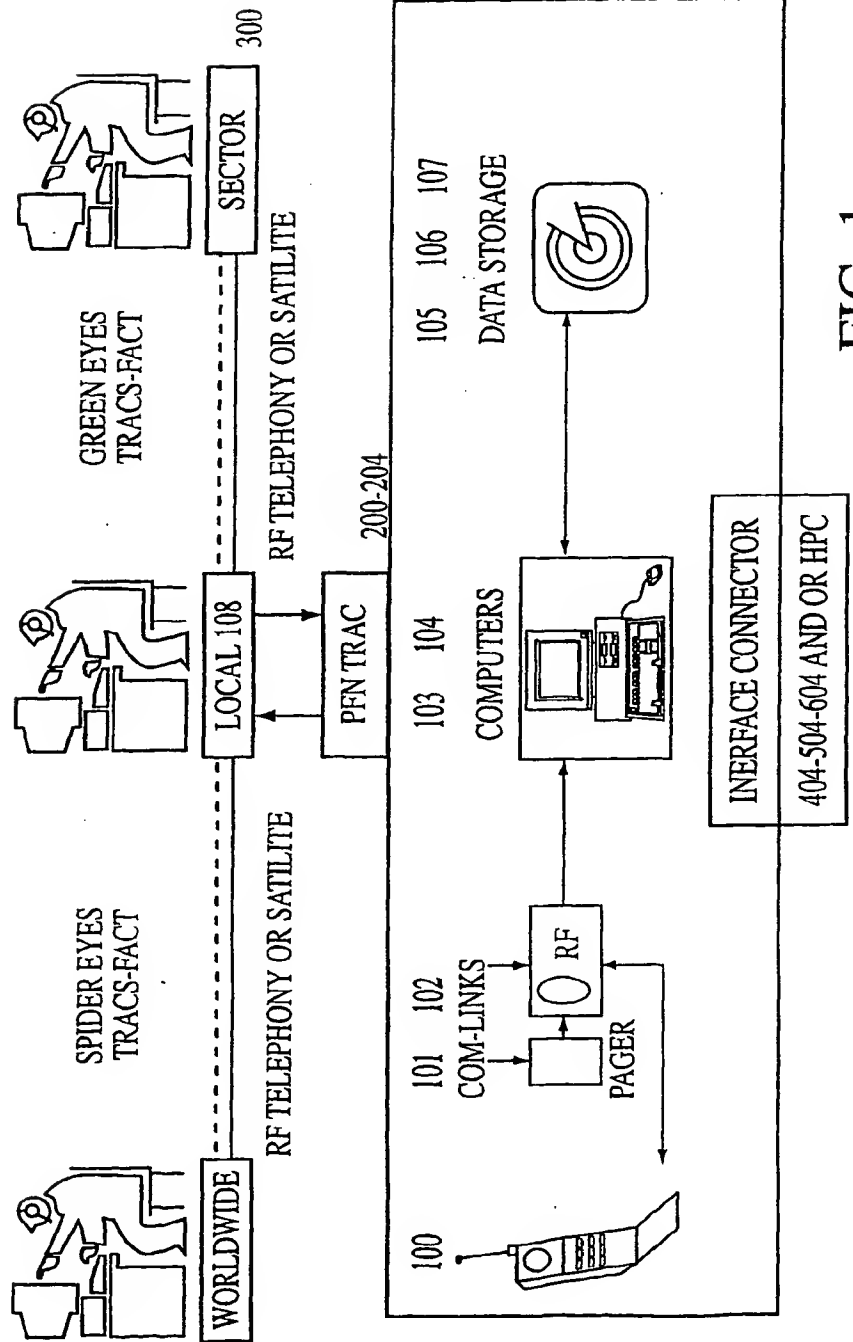
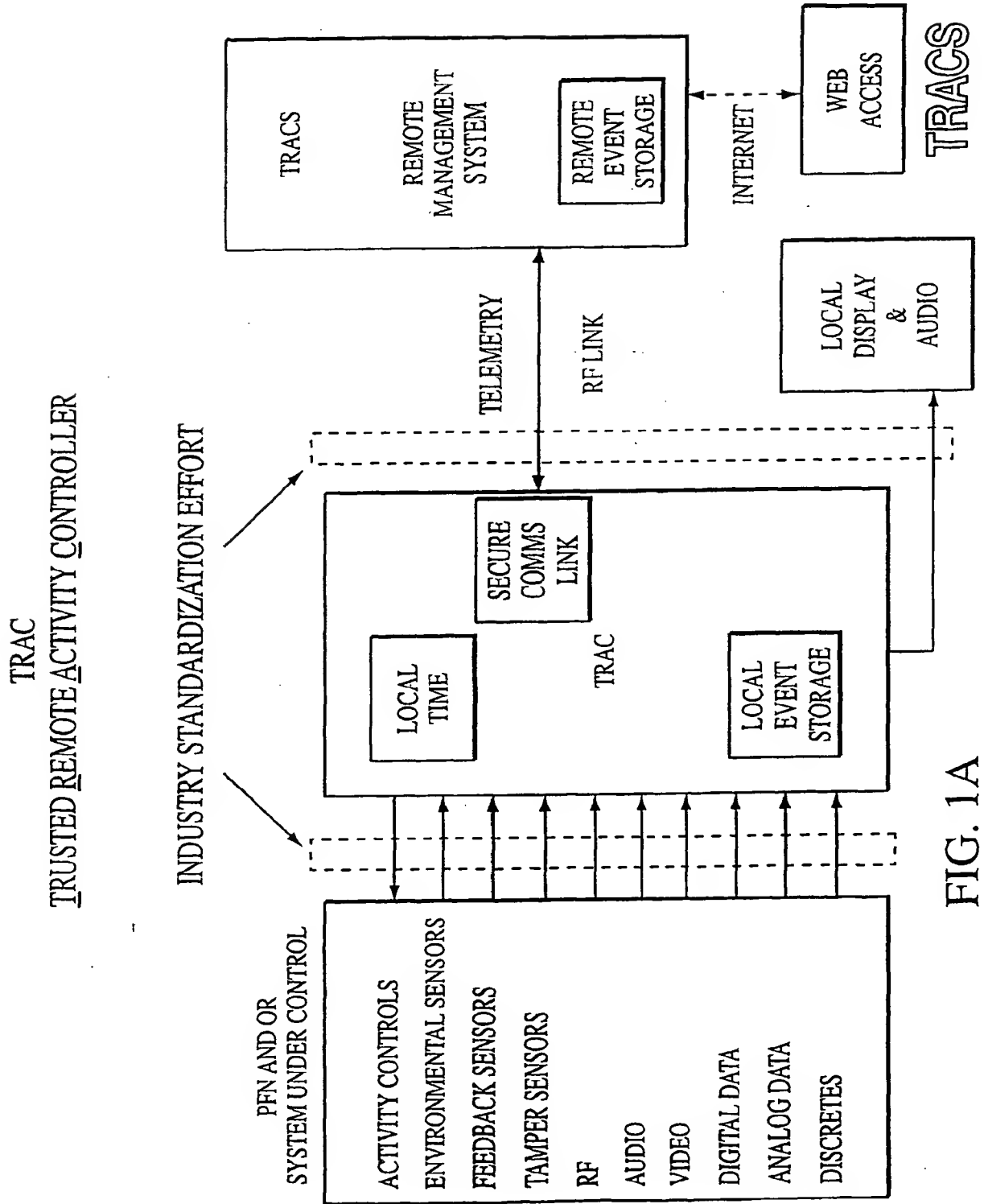


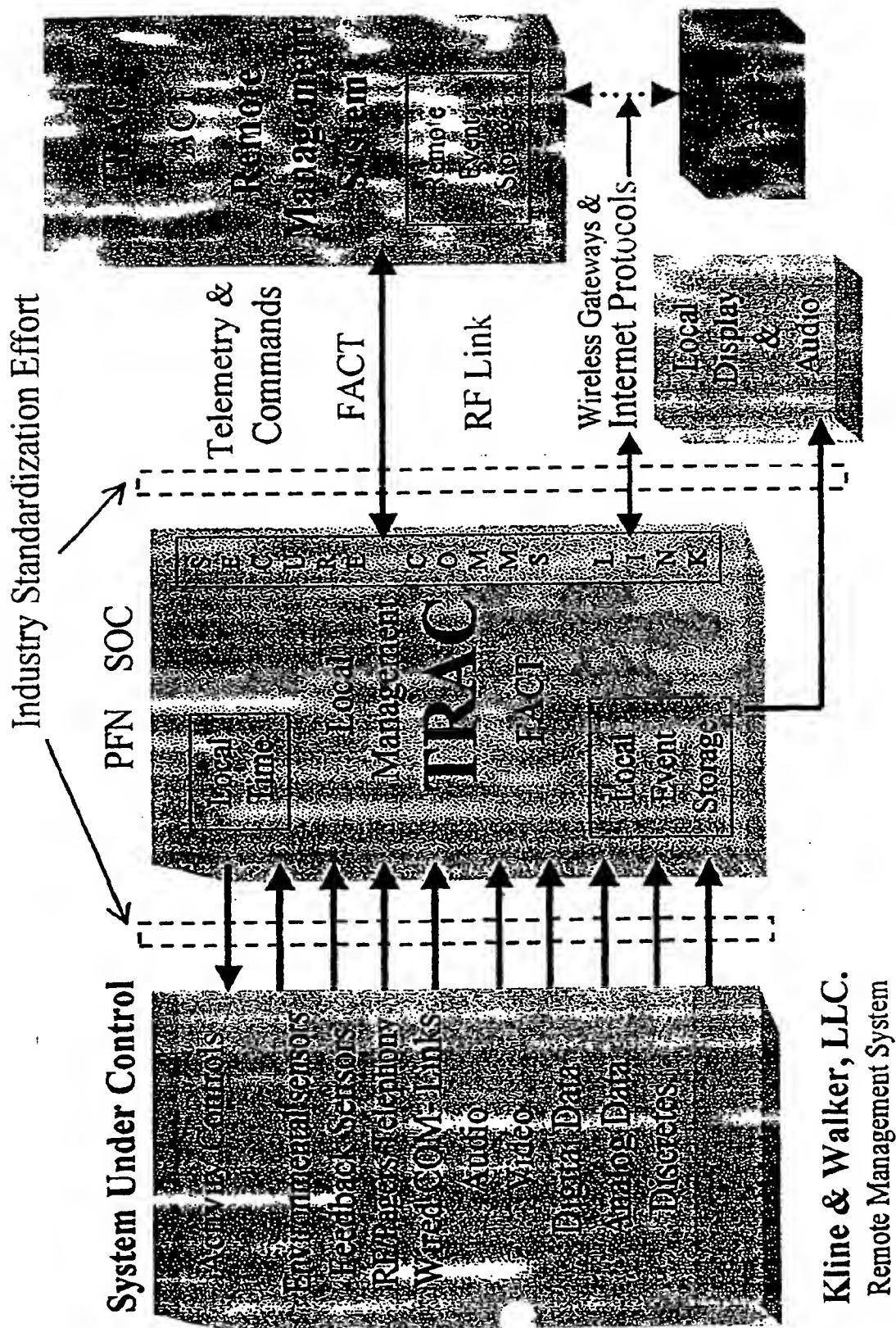
FIG. 1



TRAC

Trusted Remote Activity Controller

FIG. 1A1



Kline & Walker, LLC.
Remote Management System

APPLICATION SPECIFIC WALL STRUCTURES FOR PFNS

NOTE: THIS APPLICATION SPECIFIC WALL STRUCTURE DEALS WITH EXTREME ENVIRONMENTS OTHER WALL STRUCTURES WILL BE ADJUSTED TO MEET ANY APPROPRIATE NEED TO SECURE MEMORY AND COMPONENTS

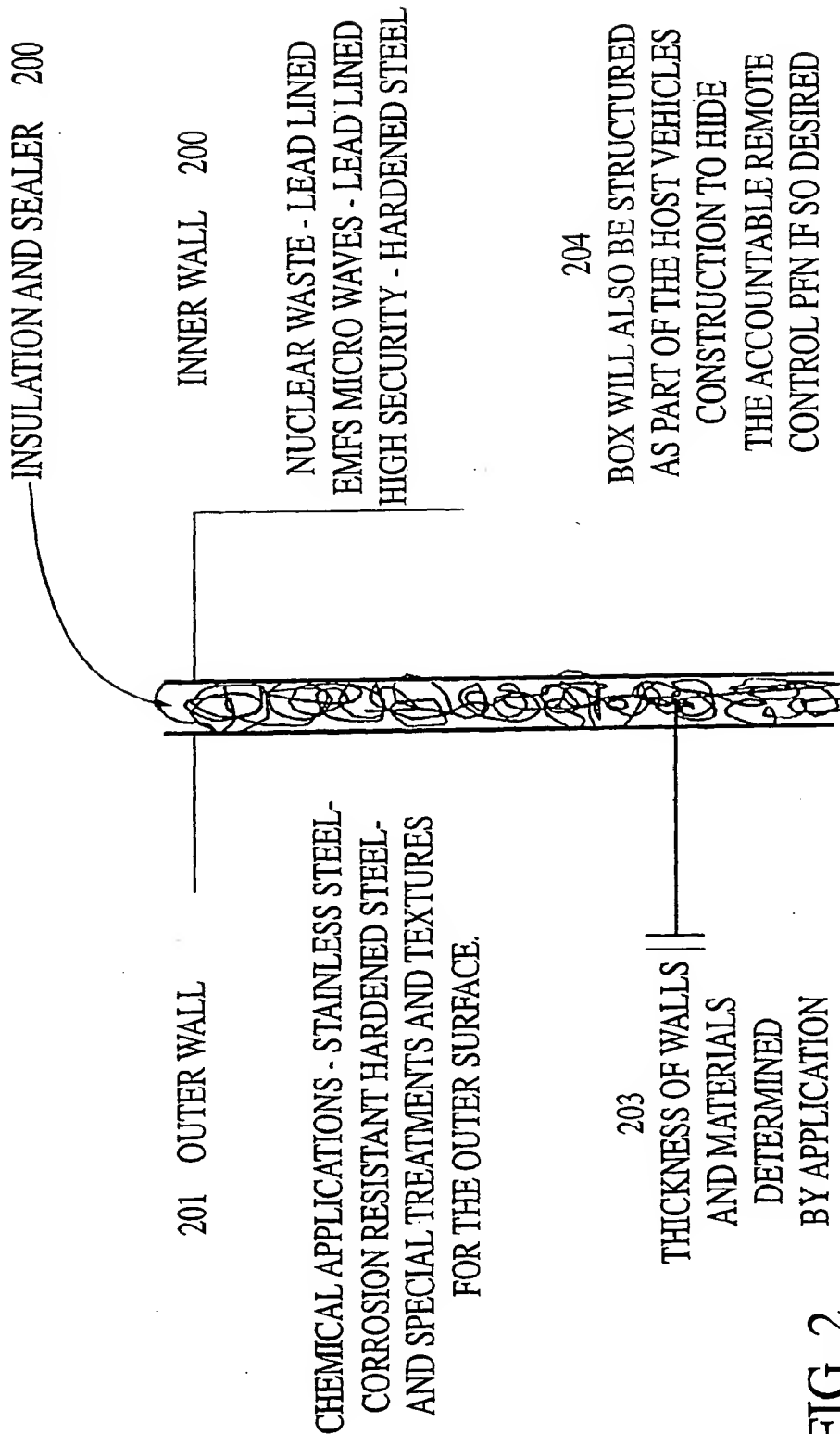


FIG. 2

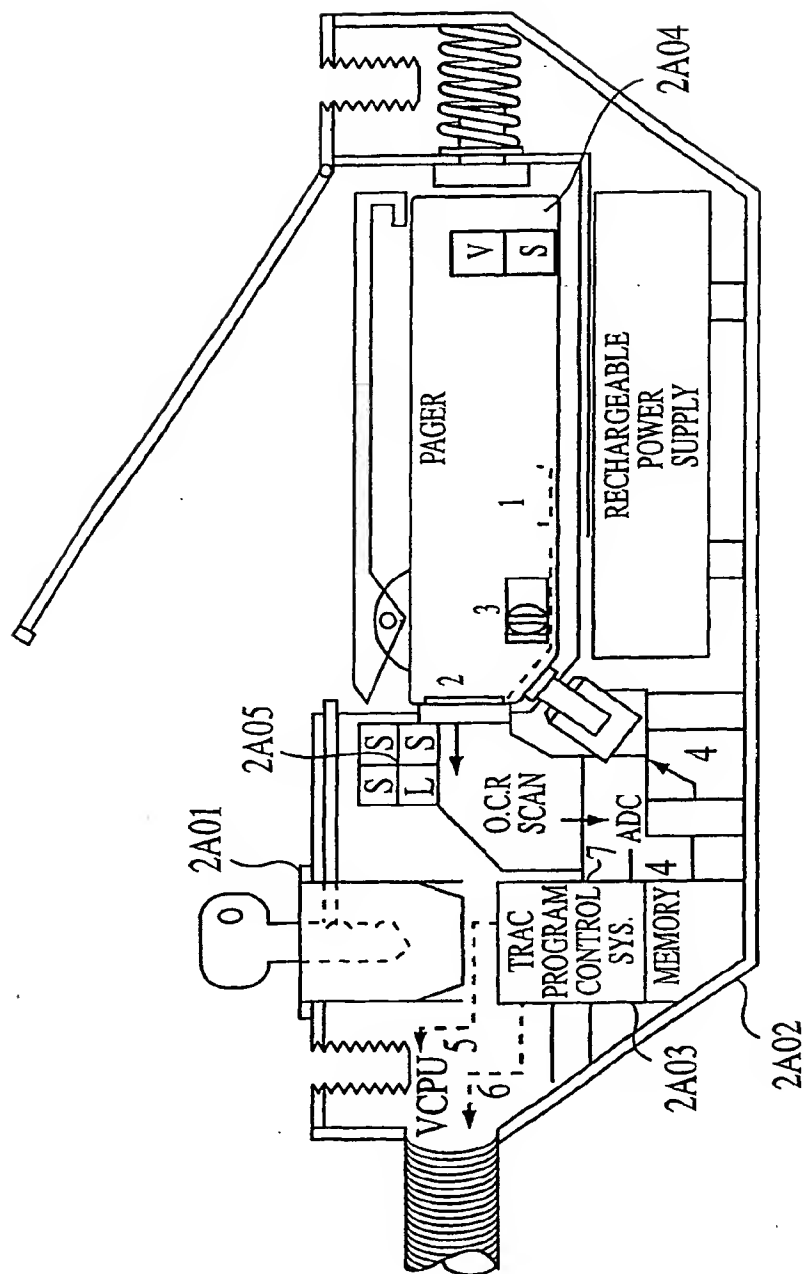


FIG. 2A

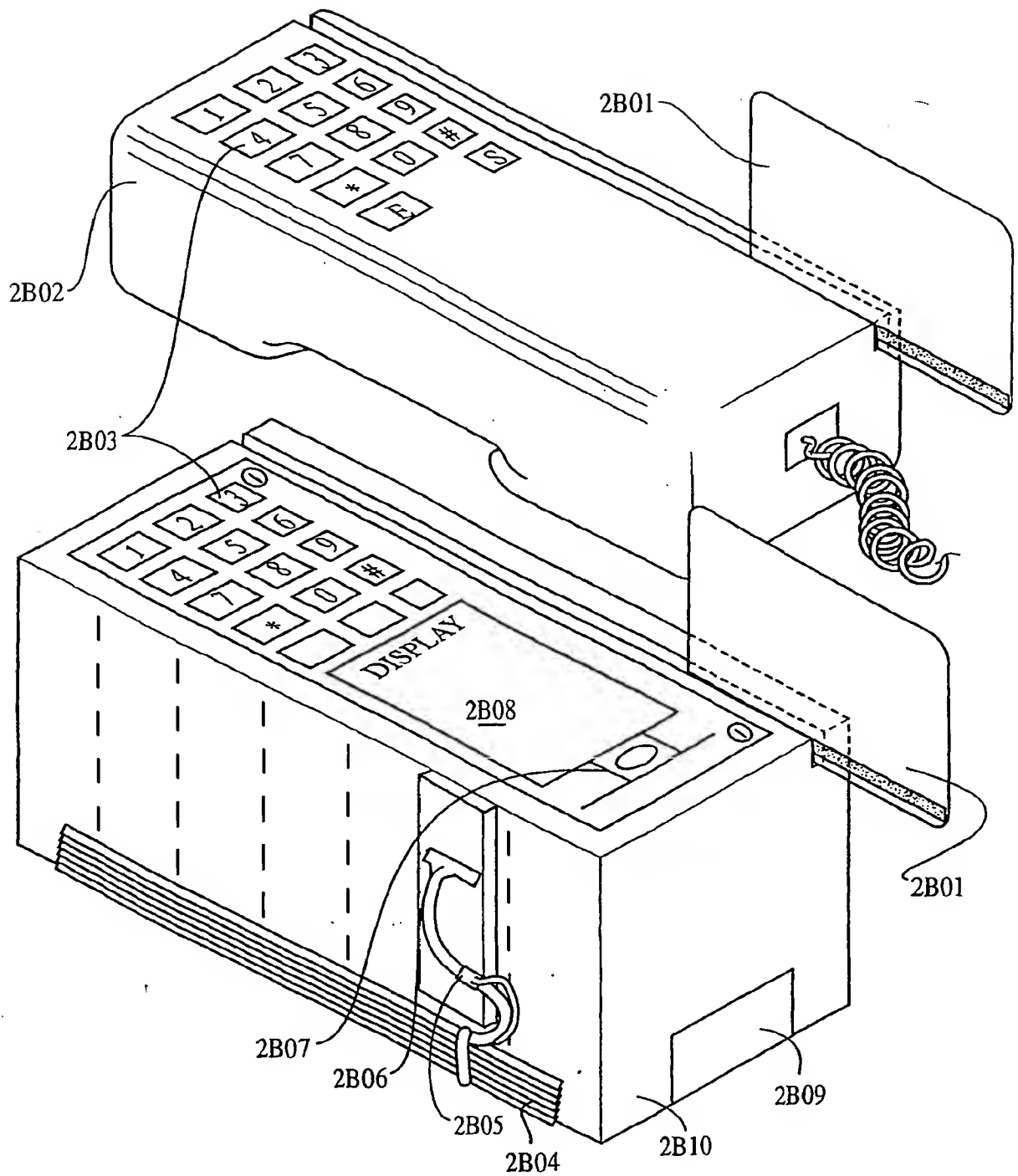


FIG. 2B

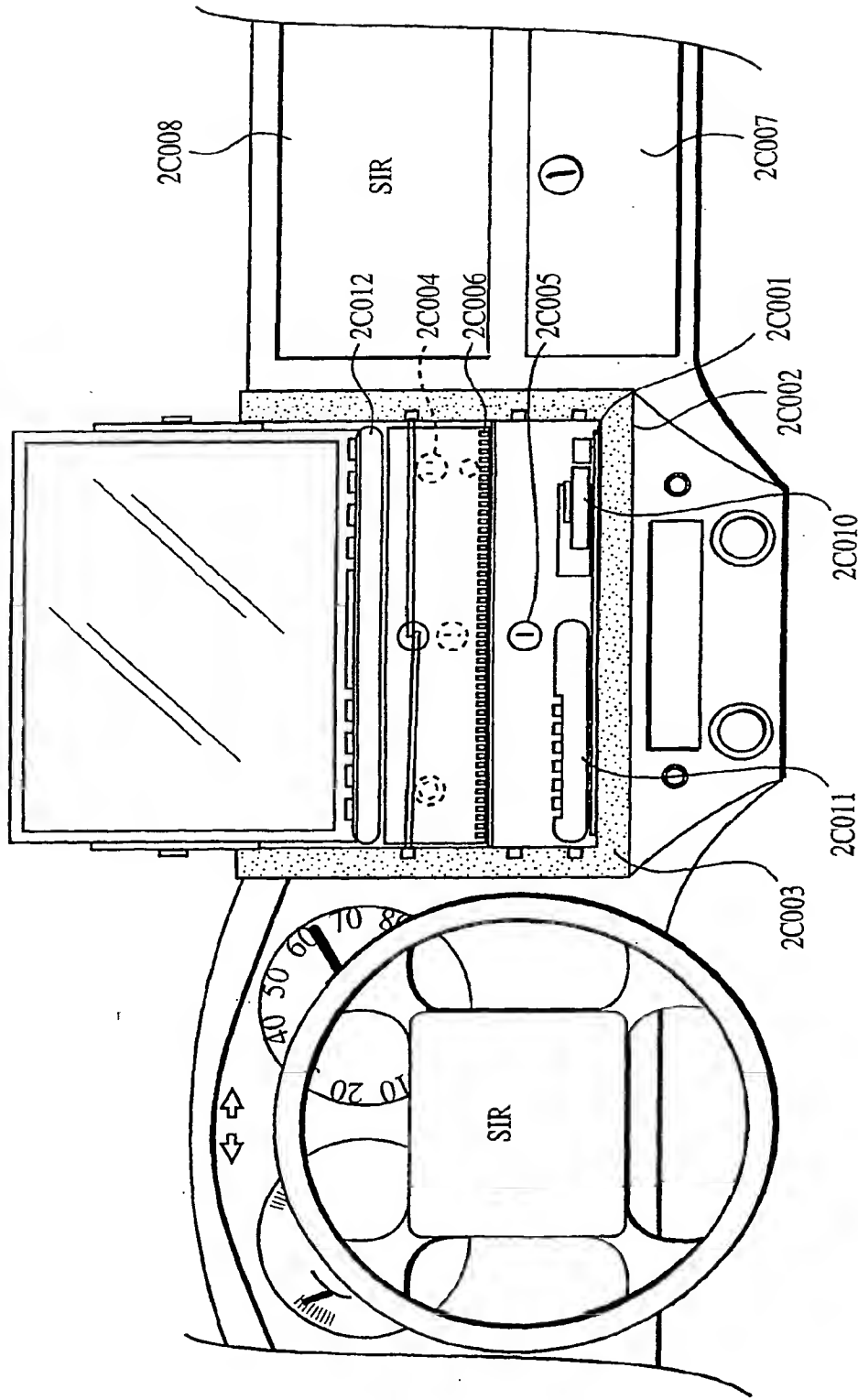


FIG. 2C

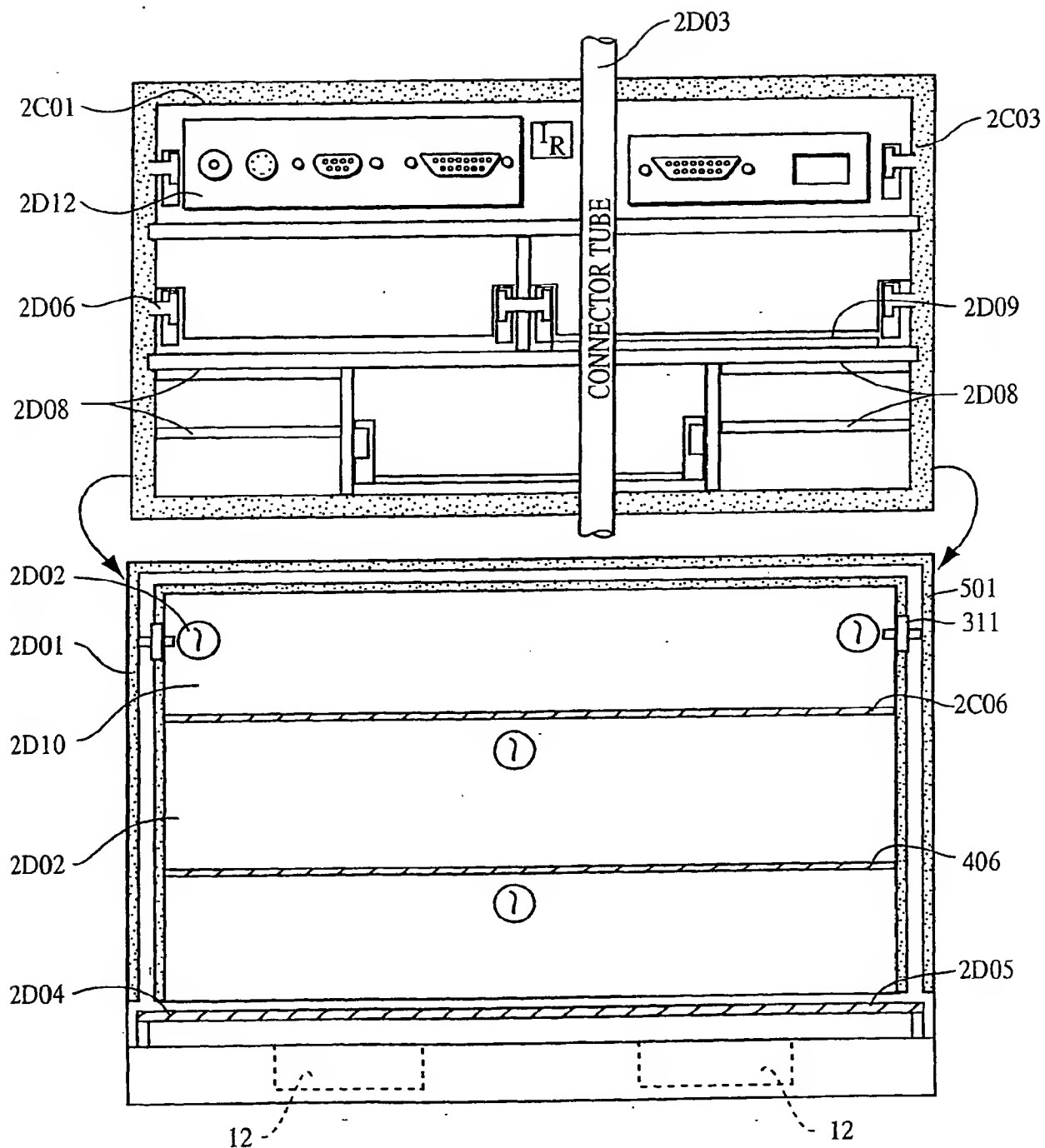


FIG. 2D

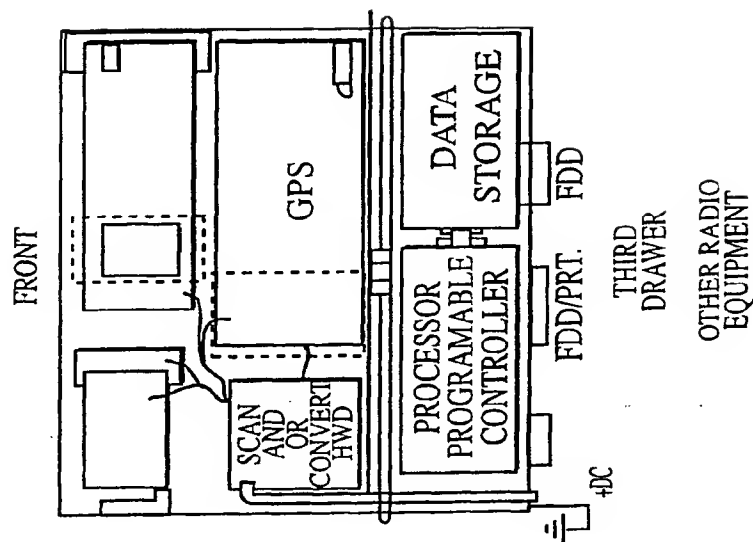
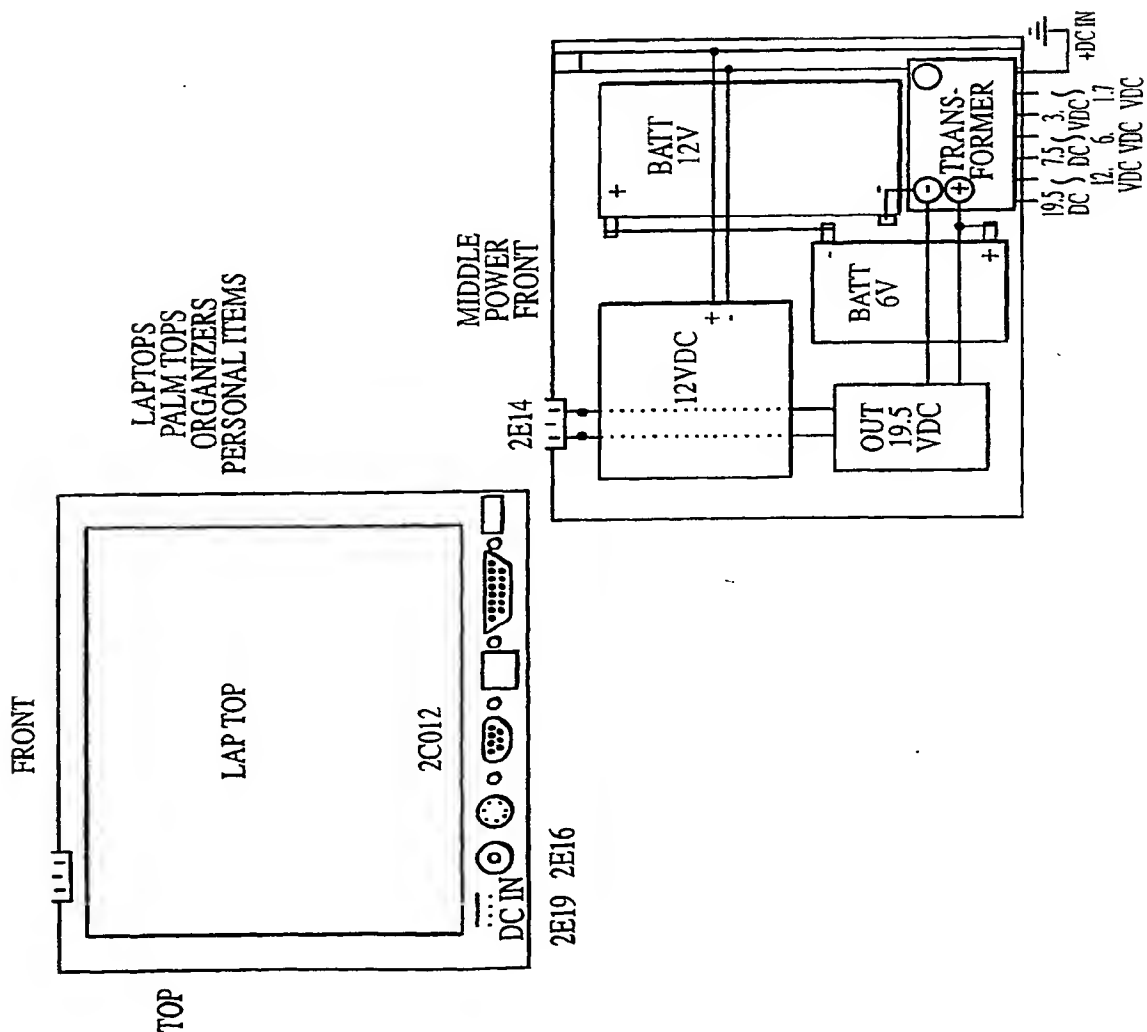


FIG. 2E



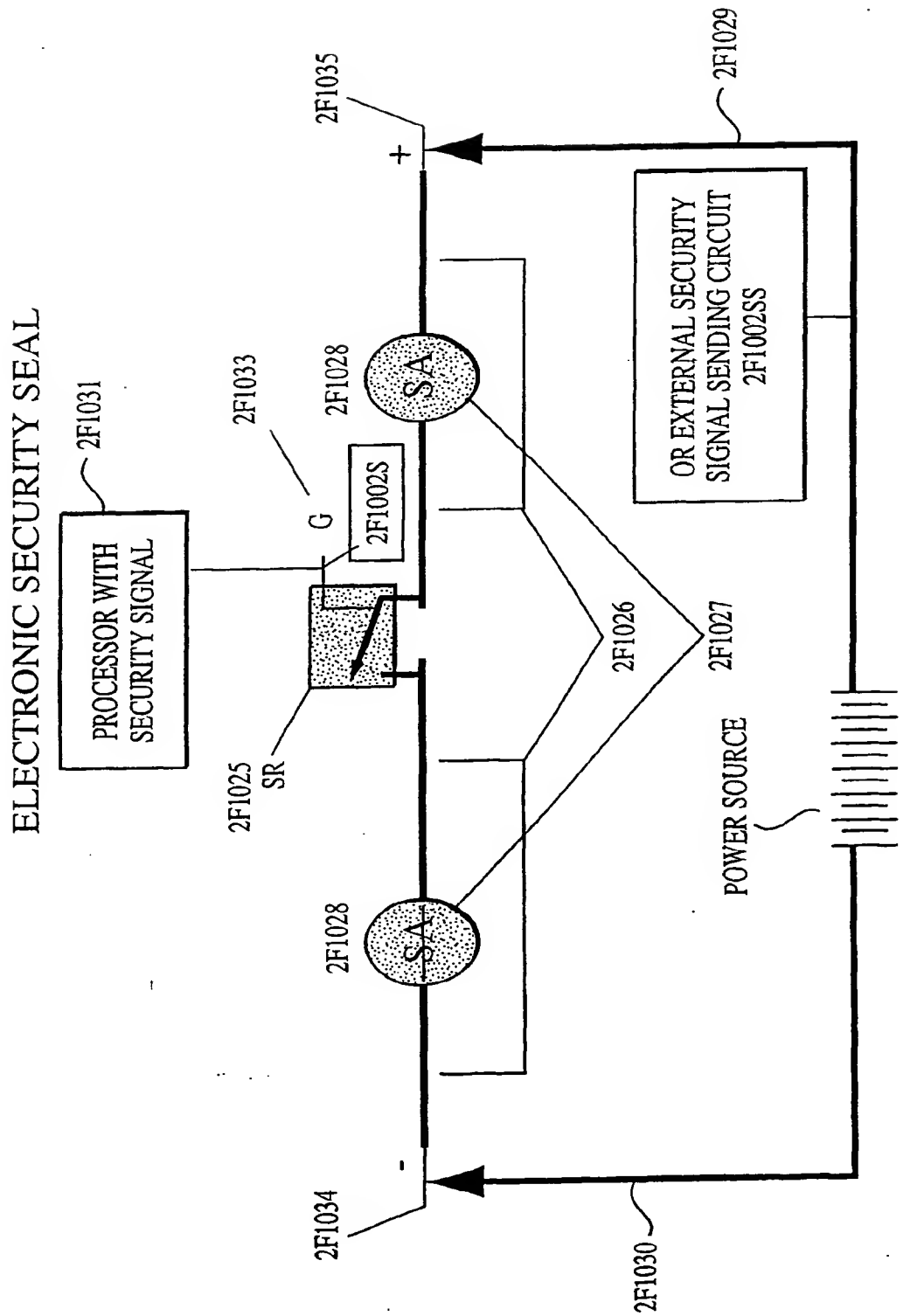


FIG. 2F

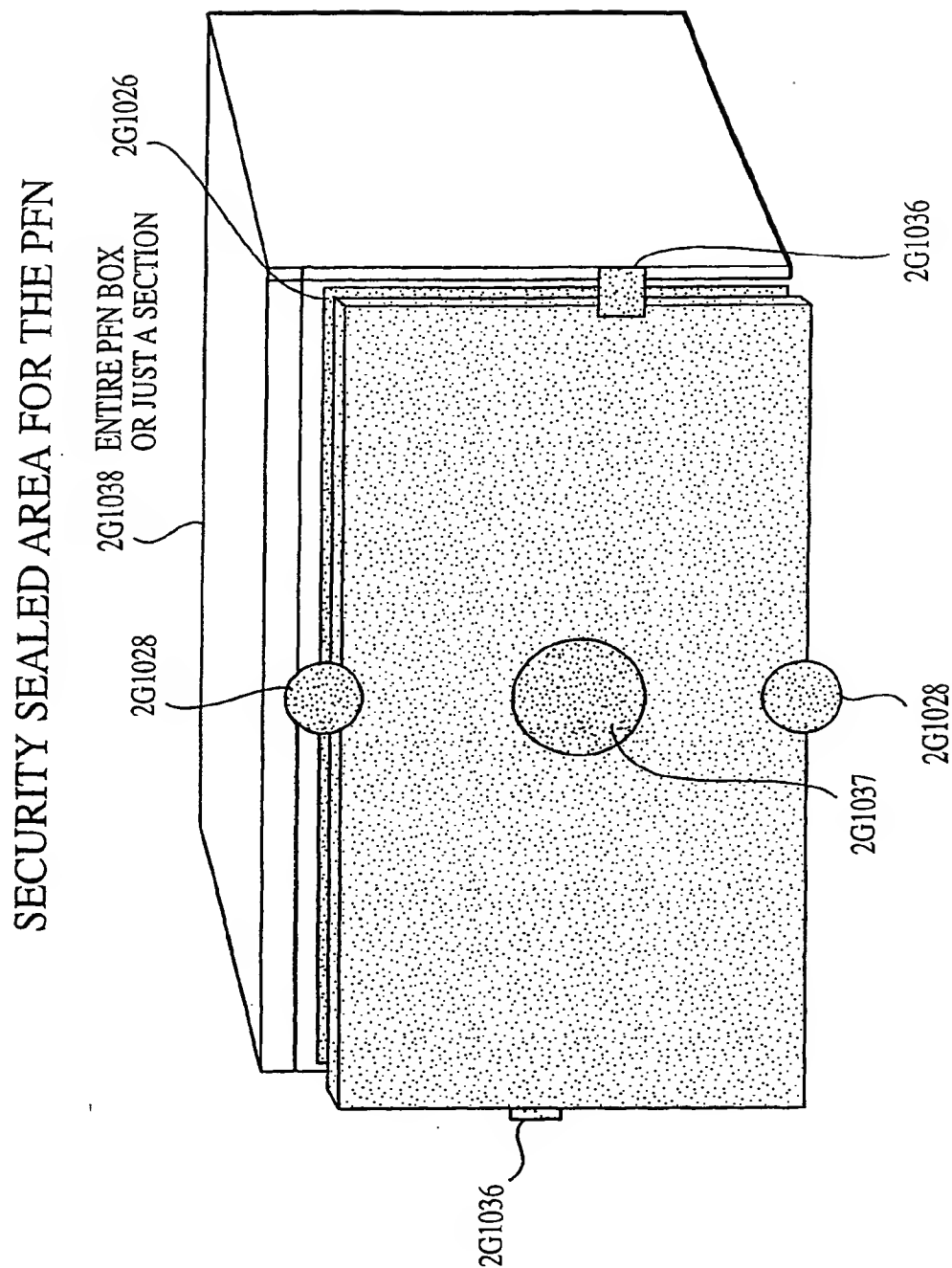


FIG. 2G

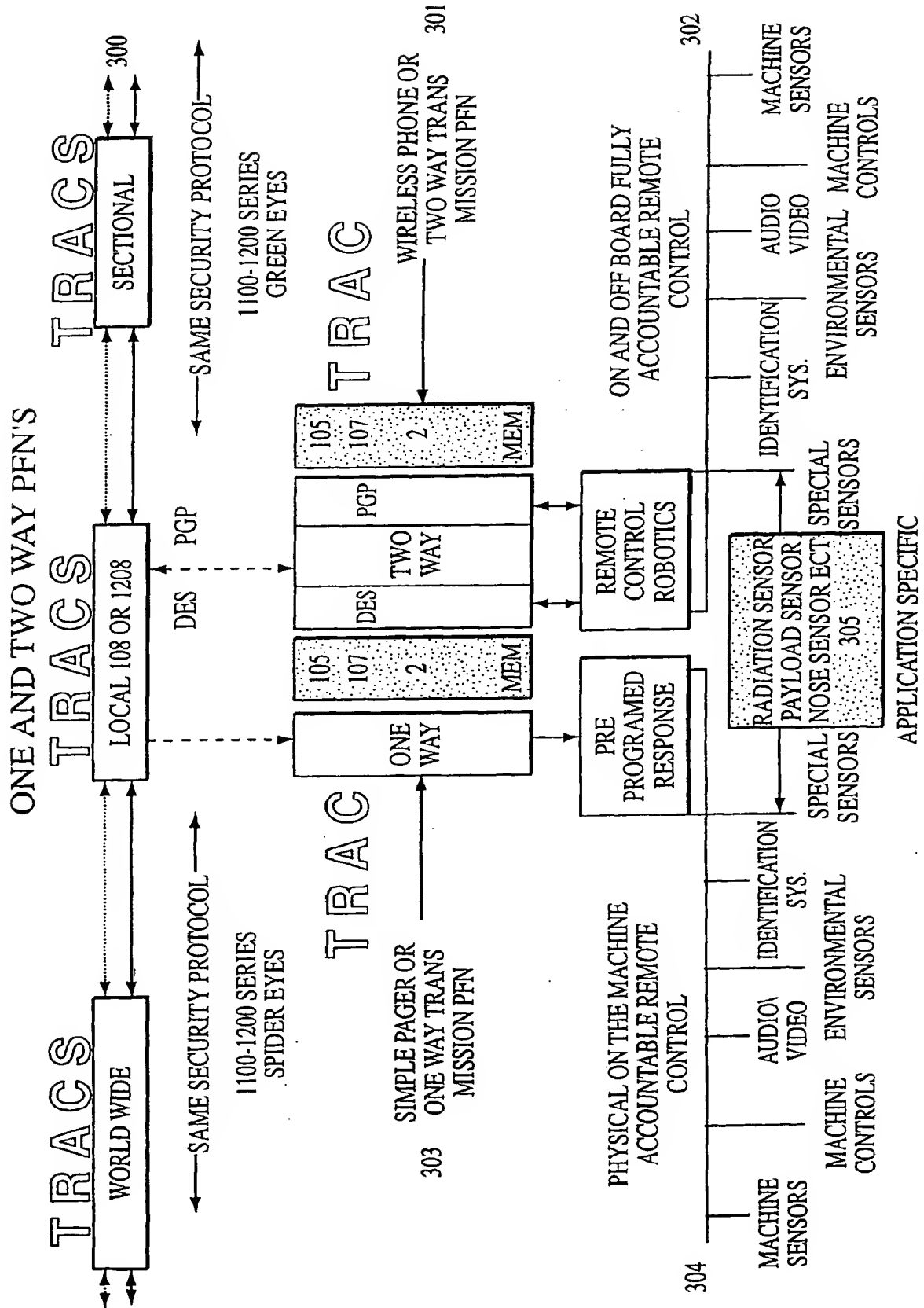


FIG. 3

COMMUNICATION	AUDIO VIDEO	MACHINE CONTROL AND TELEMETRY	PERSONAL TELEMETRY	ENV. TELEMETRY
1 WAY PAGE	R-O	R-O	R-O	R-O
1 WAY RF SIGNAL	R-O	R-O	R-O	R-O
2 WAY PAGE	R-O-r-RR mc	R-O-r-RR mc	R-O-r-RR mc	R-O-r-RR mc
PHONE	R-O-r-RR	R-O-r-RR	R-O-r-RR	R-O-r-RR
2 WAY RF SIGNAL	R-O-r-RR	R-O-r-RR	R-O-r-RR	R-O-r-RR
CORDLESS PHONE	R-O-r-RR-LD	R-O-r-RR-LD	R-O-r-RR-LD	R-O-r-RR-LD
SHORT RANGE RF SIG. RR-LD	R-O-r-RR-LD	R-O-r-RR-LD	R-O-r-	

RECORD = R REPORT = r ONBOARD = R REMOTE RECORD = RR
 MINIMUM CAPACITY = mc
 LIMITED DISTANCE = LD

FIG. 3A

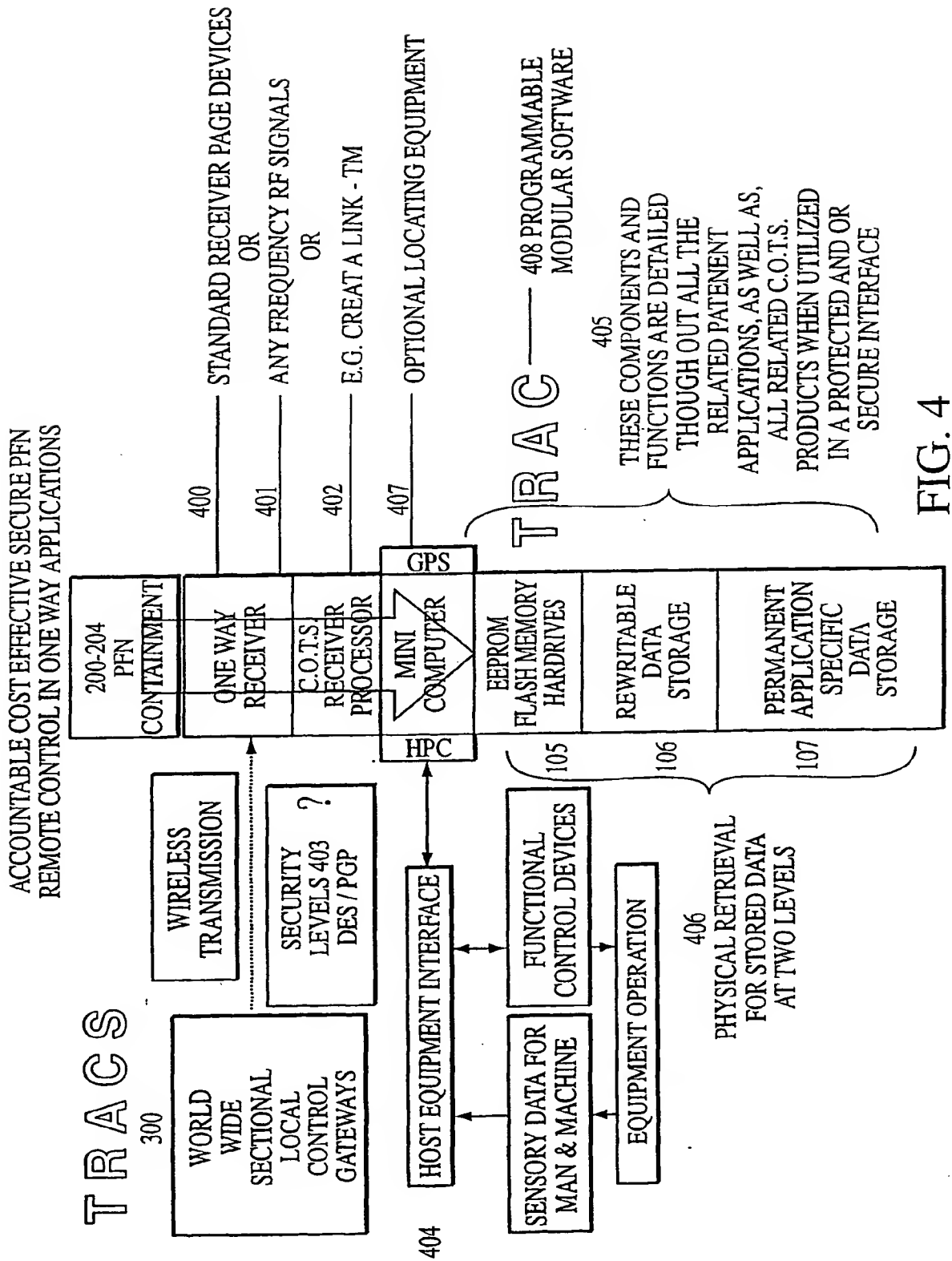


FIG. 4

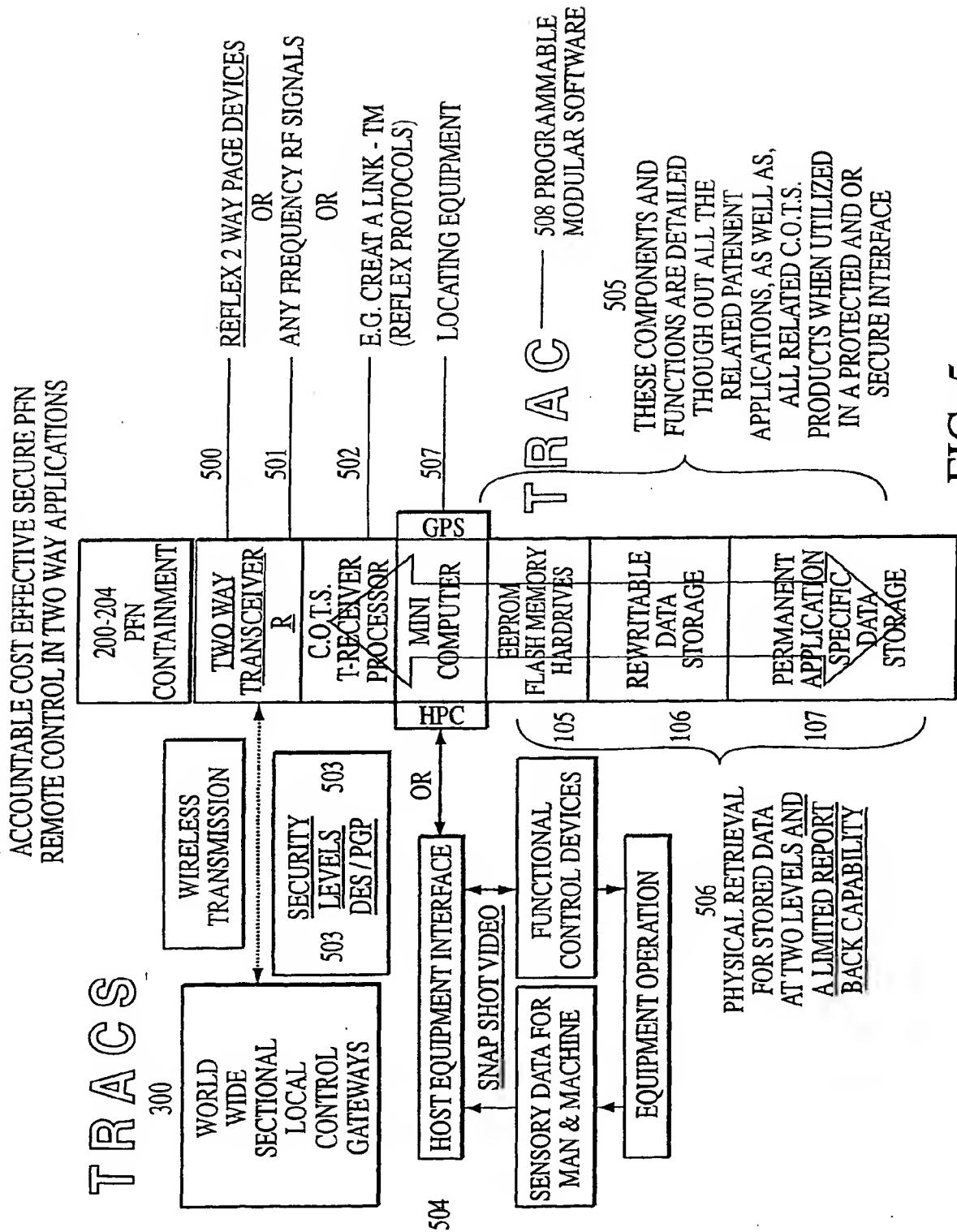


FIG. 5

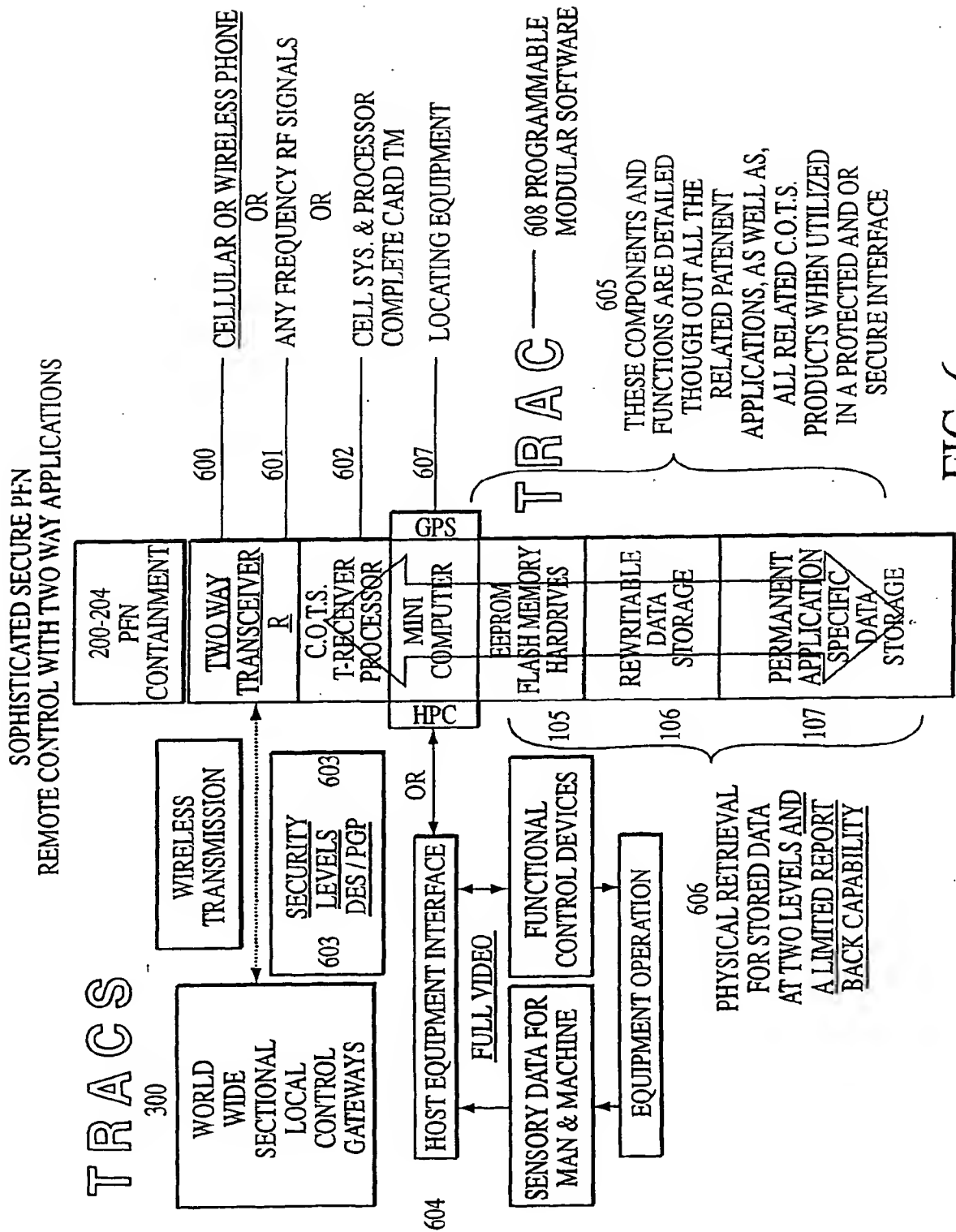
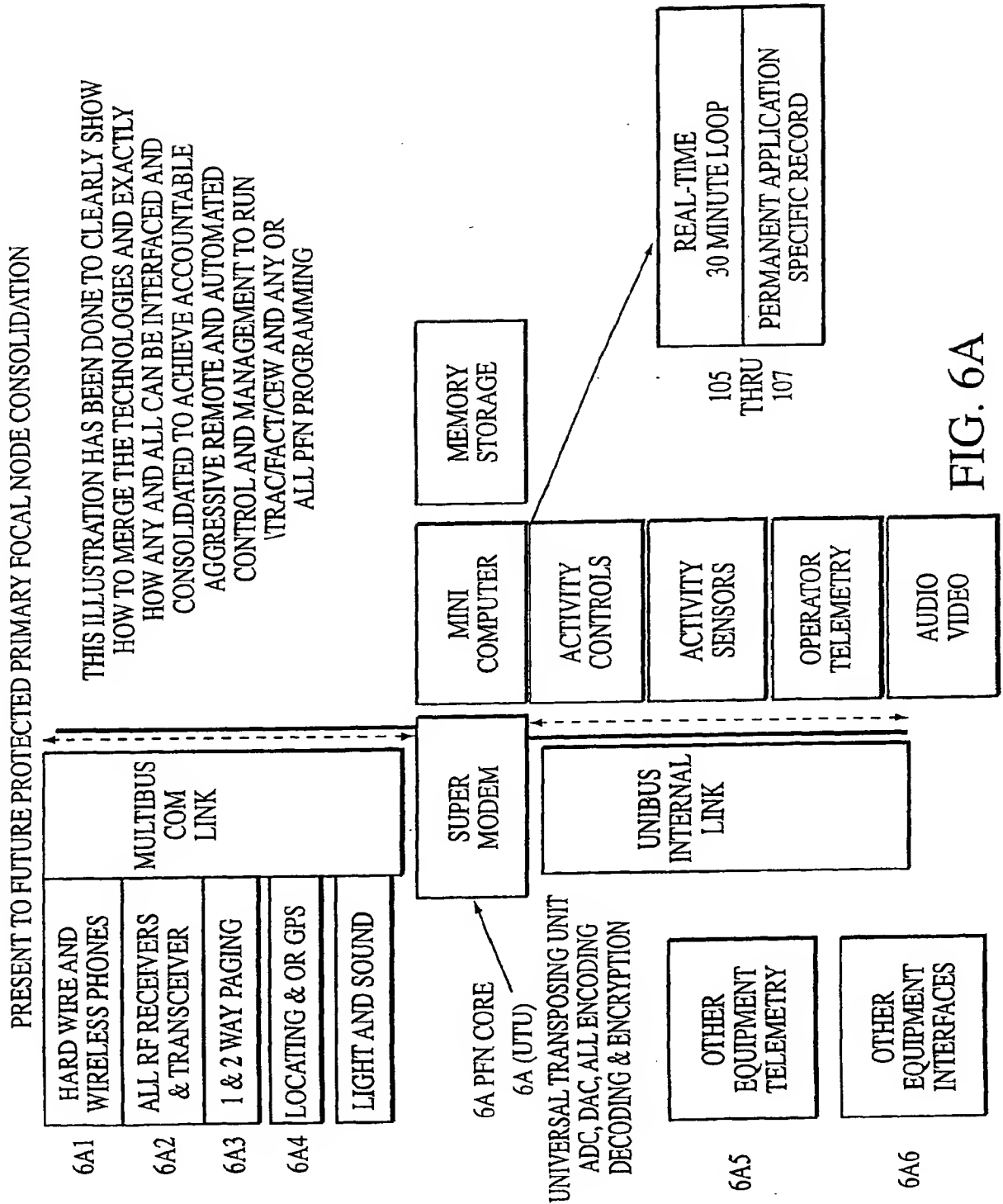


FIG. 6



HAZARDOUS ENVIRONMENTAL USES OF PFN'S

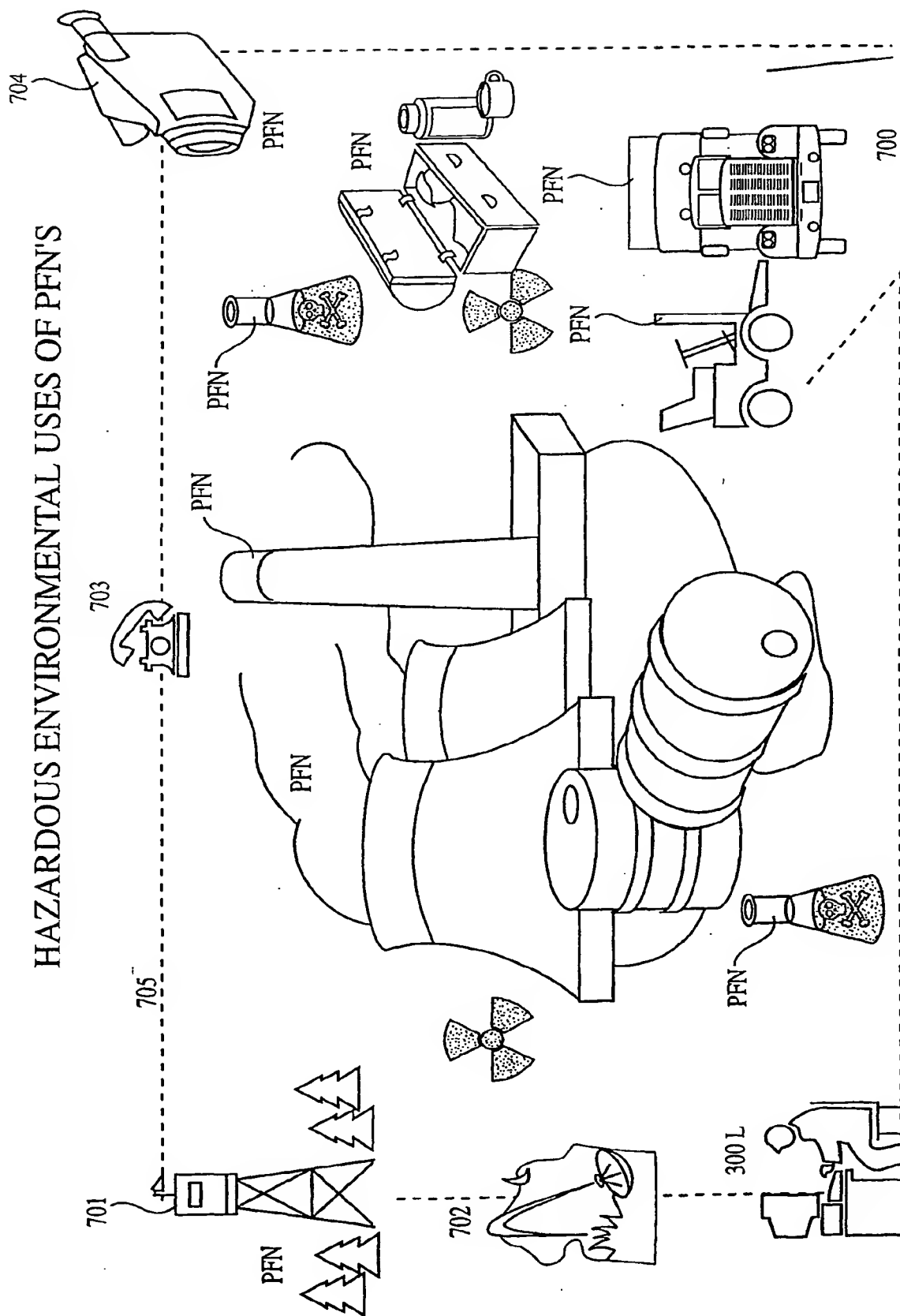


FIG. 7

19/77

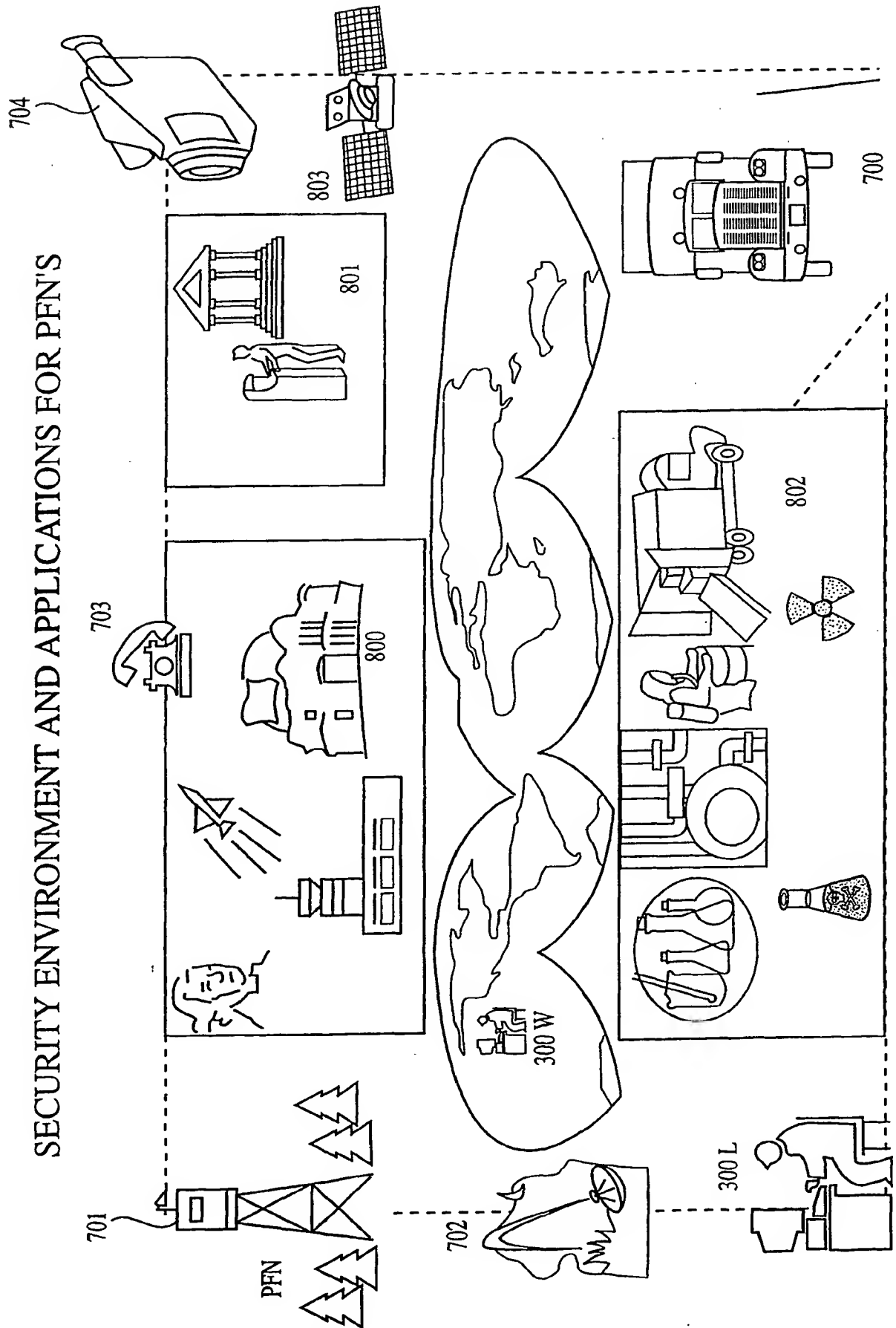


FIG. 8

FREQ. RANGE (MHZ)	RADIO SERVICE	FREQ. RANGE (MHZ)	RADIO SERVICE
0.090 - 0.110	RADIO NAVIGATION-MARITIME	13.360 - 13.410	FIXED-RADIO ASTRONOMY
0.110 - 0.130	FIXED-MARITIME-RADIOLOCATION	13.410 - 13.600	FIXED & MOBILE
0.130 - 0.160	FIXED-MARITIME	13.600 - 13.800	BROADCASTING
0.160 - 0.190	FIXED	13.800 - 14.000	FIXED & MOBILE
0.190 - 0.285	AERONAUTICAL-RADIONAVIGATION	14.000 - 14.250	AMATEUR 20 METER BAND
0.285 - 0.325	MARITIME & AERONAUTICAL RADIONAVIGATION	14.350 - 14.990	FIXED & MOBILE
0.325 - 0.335	AERONAUTICAL & MARITIME RADIONAVIGATION	15.000	WWV TIME STANDARD
0.335 - 0.405	AERONAUTICAL RADIONAVIGATION	15.010 - 15.100	AERONAUTICAL MOBILE
0.045 - 0.415	RADIONAVIGATION	15.100 - 15.600	BROADCASTING
0.415 - 0.495	MARITIME	15.600 - 16.360	FIXED
0.500	DISTRESS & CALLING	16.360 - 17.410	MARITIME MOBILE
0.505 - 0.510	MARITIME	17.410 - 17.550	FIXED
0.510 - 0.525	AERONAUTICAL RADIONAVIGATION	17.550 - 17.900	BROADCASTING
0.525 - 0.535	BROADCASTING -AERO. RADIONAVIGATION	17.900 - 18.030	AERONAUTICAL MOBILE
0.530	TRAVELERS INFORMATION	18.030 - 18.068	FIXED
0.535 - 1.625	BROADCASTING	18.068 - 18.168	AMATEUR 17 METER BAND
1.610	TRAVELERS INFORMATION	18.168 - 18.780	FIXED
1.625 - 1.705	BROADCASTING-FIXED-MOBILE	18.780 - 18.900	MARITIME MOBILE
1.705 - 1.800	FIXED-AERONAUTICAL RADIONAVIGATION	18.900 - 19.680	FIXED
1.800 - 1.850	AMATEUR 160 METER BAND	19.680 - 19.800	MARITIME MOBILE
1.850 - 2.000	AMATEUR-RADIONAVIGATION-FIXED & MOBILE	19.800 - 19.990	FIXED
2.000 - 2.650	FIXED & MOBILE	20.000	WWV TIME STANDARD
2.065 - 2.107	MARITIME MOBILE	20.010 - 21.000	FIXED & MOBILE
2.107 - 2.170	FIXED & MOBILE	21.000 - 21.450	AMATEUR 15 METER BAND
2.170 - 2.1735	MARITIME MOBILE	21.450 - 21.850	BROADCASTING
2.1735- 2.2905	MOBILE (DISTRESS)	21.850 - 21.870	FIXED
2.182	DISTRESS & CALLING	21.870 - 21.924	AERONAUTICAL FIXED
2.194 - 2.300	FIXED & MOBILE	21.924 - 22.000	AERONAUTICAL MOBILE
2.300 - 2.495	FIXED-MOBILE-BROADCASTING	22.000 - 22.855	MARITIME MOBILE

FIG. 9

2.500	WWV TIME SIGNAL	22.855 - 23.000	FIXED
2.505 - 2.650	FIXED AND MOBILE	22.000 - 23.200	FIXED & MOBILE
2.605 - 2.655	AERONAUTICAL MOBILE	23.200 - 23.350	AERONAUTICAL FIXED & MOBILE
3.023	SEARCH & RESCUE	23.350 - 24.000	FIXED & MOBILE
3.100 - 3.220	FIXED & MOBILE	24.000 - 24.690	FIXED-LAND MOBILE
3.200 - 3.400	FIXED & MOBILE-BROADCASTING	24.690 - 25.000	AMATEUR 12 METER BAND
3.400 - 3.500	AERONAUTICAL MOBILE	25.000 - 25.000	WWV TIME STANDARD
3.500 - 3.750	AMATEUR 80 METER BAND	25.010 - 25.320	PETROLEUM RADIO SERVICE
3.750 - 4.000	AMATEUR 75 M-FIXED & MOBILE	25.330 - 25.600	U.S. GOVERNMENT
4.000 - 4.063	FIXED-MARITIME MOBILE	25.600 - 26.470	BROADCASTING/BROADCASTING AUX.
4.063 - 4.438	MARITIME MOBILE	26.480 - 26.960	U.S. GOVERNMENT
4.125	DISTRESS & SAFETY	26.965 - 27.405	CITIZEN RADIO SERVICE
4.438 - 4.650	FIXED & MOBILE	27.430 - 27.530	BUSINESS RADIO SERVICE
4.650 - 4.750	AERONAUTICAL MOBILE	27.540 - 28.000	U.S. GOVERNMENT
4.750 - 4.850	FIXED AND MOBILE -BROADCASTING	28.000 - 29.700	AMATEUR 10 METER BAND
4.850 - 4.995	FIXED & LAND MOBILE BROADCASTING	29.700 - 29.800	FOREST PRODUCTS RADIO SERVICES
5.000	WWV TIME STANDARD	29.800 - 29.890	FIXED SERVICES
5.005 - 5.060	FIXED-BROADCASTING	29.890 - 29.910	U.S. GOVERNMENT
5.060 - 5.450	FIXED-MOBILE	29.910 - 30.000	FIXED SERVICES
5.450 - 5.730	AERONAUTICAL	30.000 - 30.580	U.S. GOVERNMENT
5.680	SEARCH & RESCUE	30.580 - 30.640	SPECIAL INDUSTRIAL RADIO SERVICE
5.730 - 5.950	FIXED & MOBILE	30.660 - 30.820	PETROLEUM-FOREST PRODUCTS-MOTOR CARRIER
5.950 - 6.200	BROADCASTING	30.840 - 31.260	BUSINESS-MOTOR CARRIER- FORESTRY- CONSERV.
6.200 - 6.525	MARITIME MOBILE	31.280 - 31.980	FORESTRY CONSERVATION-SPECIAL INDUSTRIAL
6.525 - 6.765	AERONAUTICAL MOBILE	32.000 - 33.000	U.S. GOVERNMENT
6.765 - 7.000	FIXED	33.020 - 33.160	HIGHWAY MAINT.-SPECIAL EMERG.-BUSINESS
7.000 - 7.300	AMATEUR 40 METER BAND	33.180 - 33.380	PETROLEUM RADIO SERVICE
7.300 - 8.100	FIXED & LAND MOBILE	33.400	BUSINESS RADIO SERVICE
8.100 - 8.195	FIXED-MARITIME MOBILE	33.420 - 33.980	FIRE RADIO SERVICE
8.195 - 8.815	MARITIME MOBILE	34.000 - 35.000	U.S. GOVERNMENT

FIG. 9(cont.)

8.364	SEARCH AND RESCUE	35.020 - 35.180	BUSINESS RADIO SERVICE
8.815 - 9.040	AERONAUTICAL MOBILE	35.160 - 35.160	TELEPHONE MAINTENANCE RADIO SERVICE
9.040 - 9.500	FIXED	35.200 - 35.520	PAGING-SPECIAL INDUSTRIAL
9.500 - 9.900	BROADCASTING	35.540 - 35.680	PAGING
9.900 - 9.995	FIXED	35.700 - 35.720	BUSINESS RADIO SERVICE
10.000	WWV TIME STANDARD	35.740 - 35.860	SPECIAL INDUSTRIAL RADIO SERVICE
10.105 - 10.100	AERONAUTICAL MOBILE	35.880 - 35.980	BUSINESS RADIO SERVICE
10.100 - 10.150	FIXED-AMATEUR 30 METER	36.000 - 37.000	U.S. GOVERNMENT
10.150 - 11.175	FIXED & MOBILE	37.020 - 37.420	POLICE-LOCAL GOVERNMENT
11.175 - 11.400	AERONAUTICAL MOBILE	37.440	FOREST PRODUCTS RADIO SERVICE
11.400 - 11.650	FIXED	37.460 - 37.860	POWER RADIO SERVICE
11.650 - 12.050	BROADCASTING	37.880	FOREST PRODUCTS RADIO SERVICE
12.050 - 12.230	FIXED	37.900 - 37.980	HIGHWAY MAINTENANCE-SPECIAL EMERGENCY
12.230 - 13.200	MARITIME MOBILE	38.000 - 39.000	U.S. GOVERNMENT (FIXED & MOBILE
13.200 - 13.360	AERONAUTICAL MOBILE	39.020 - 39.980	POLICE-LOCAL GOVERNMENT

FIG. 9(cont.)

FREQ. RANGE (MHZ)	RADIO SERVICE	FREQ. RANGE (MHZ)	RADIO SERVICE
40.000 - 42.000	U.S. GOVERNMENT	159.465 - 160.200	MOTOR CARRIER RADIO SERVICE
42.020 - 42.940	POLICE (STATE POLICE)	160.215 - 161.585	RAILROAD RADIO SERVICE
42.960 - 43.000	BUSINESS RADIO SERVICE	161.600	INTERNATIONAL MARINE BAND
43.020 - 43.160	SPECIAL INDUSTRIAL RADIO SERVICE	161.640 - 161.760	REMOTE BROADCASTING PICKUP
43.160	TELEPHONE MAINTENANCE (MOBILE UNITS)	161.800 - 162.000	MARINE TELEPHONE
43.200 - 43.520	PAGING-SPECIAL INDUSTRIAL	162.00 - 174.000	U.S. GOVERNMENT (FIXED & MOBILE)
43.540 - 43.680	PAGING	163.250	SPECIAL EMERGENCY (PAGING)
43.700 - 44.600	MOTOR CARRIER RADIO SERVICE	166.250	REMOTE BROADCASTING PICKUP
44.620 - 45.040	POLICE-FORESTRY CONSERVATION	170.150	REMOTE BROADCASTING PICKUP
45.060 - 45.640	POLICE-LOCAL GOVERNMENT	173.225 - 173.375	RELAY PRESS- FOREST PRODUCTS- PETROLEUM
45.660 - 45.860	POLICE-HIGHWAY MAINTENANCE	174.000 - 216.000	BROADCASTING- T.V. CH. 7 THROUGH 13
45.880	FIRE (INTERSYSTEM)	216.000 - 220.000	U.S. GOVERNMENT (TELEMETRY)- MARINE
45.900 - 46.040	POLICE- SPECIAL EMERGENCY	220.000 - 222.000	PRIVATE LAND MOBILE SERVICE
46.060 - 46.500	FIRE RADIO SERVICE	222.000 - 225.000	AMATEUR 1 1/4 METER BAND
46.520 - 46.580	LOCAL GOVERNMENT RADIO SERVICE	225.000 - 400.000	U.S. GOVERNMENT (MILITARY AERONAUTICAL)
46.600 - 47.000	U.S. GOVERNMENT-PART 15 DEVICES	400.000 - 406.100	SATELLITE- METEOROLOGICAL
47.020 - 47.400	HIGHWAY MAINTENANCE	406.100 - 420.000	U.S. GOVERNMENT (FIXED AND MOBILE)
47.420 - 47.680	SPECIAL EMERGENCY- SPECIAL INDUSTRIAL	420.000 - 450.000	AMATEUR 70 CM BAND
47.700 - 48.540	POWER RADIO SERVICE	450.000 - 451.000	REMOTE BROADCAST PICKUP
48.560 - 49.500	FOREST PRODUCTS- PETROLEUM RADIO SERVICE	451.025 - 451.150	POWER RADIO SERVICE
49.520 - 49.500	FOREST PRODUCTS- SPECIAL INDUSTRIAL	451.175 - 451.750	POWER- PETROLEUM- FOREST PRODUCTS-MFGS.
49.600 - 50.000	U.S. GOVERNMENT- PART 15 DEVICES	451.775 - 452.025	SPECIAL INDUSTRIAL RADIO SERVICE
50.000 - 54.000	AMATEUR 6 METER BAND	452.050 - 452.300	TAXI- FOREST PRODUCTS
54.000 - 72.000	BROADCASTING(T.V. CH. 2-3-4)	452.325 - 452.500	TAXI FOREST PROD. - MOTOR CARR.-R.R.
72.000 - 73.000	FIXED & PORTABLE	452.525 - 452.600	AUTO EMERGENCY RADIO SERVICE
73.000 - 74.600	RADIO ASTRONOMY	452.625 - 452.950	MOTOR CARRIER- RAILROAD
74.600 - 75.400	AERONAUTICAL NAVIGATION	452.975 - 453.000	RELAY PRESS RADIO SERVICE
75.400 - 76.000	FIXED & PORTABLE	453.025 - 453.975	POLICE- LOCAL GOVT.- HWY. MAINT.-FIRE

FIG. 10

76.000 - 108.000	BROADCASTING (T.V. CH. 5-6 & F.M.)	454.000	PETROLEUM (OILSPILL CLEAN UP)
108.000 - 118.000	AERONAUTICAL NAVIGATION	454.025 - 454.355	RADIO COMMON CARRIER
118.000 - 137.000	AERONAUTICAL	454.375 - 454.975	MOBILE TELEPHONE
137.000 - 138.000	METEOROLOGICAL SATELLITE	455.000 - 456.000	REMOTE BROADCASTING PICKUP
138.000 - 144.000	U.S. GOVERNMENT	456.000 - 460.000	MOBILE UNITS 5 MHZ ABOVE REPEATER OUTPUT
144.000 - 148.000	AMATEUR 2 METER BAND	460.025 - 460.550	POLICE RADIO SERVICE
148.000 - 149.900	U.S. GOVERNMENT	460.575 - 460.625	FIRE RADIO SERVICE
149.900 - 150.050	RADIONAVIGATION- SATELLITE	460.650 - 462.175	BUSINESS RADIO SERVICE
150.050 - 150.800	U.S. GOVERNMENT	462.200 - 462.450	MANUFACTURES RADIO SERVICE
150.815 - 150.995	AUTO EMERGENCY RADIO SERVICE	462.475 - 462.525	MFG.- POWER- TEL. MAINT. FOREST PROD.
150.980	PETROLEUM (OILSPILL CLEAN-UP)	462.550 - 462.725	GENERAL MOBILE RADIO SERVICE (GMRS)
150.995 - 151.130	HIGHWAY MAINTENANCE RADIO SERVICE	462.750 - 462.925	BUSINESS RADIO SERVICE (PAGING)
151.145 - 151.490	FORESTRY CONSERVATION RADIO SERVICE	462.950 - 463.175	SPECIAL EMERGENCY RADIO SERVICE
151.490 - 151.595	SPECIAL INDUSTRIAL RADIO SERVICE	463.200 - 465.000	BUSINESS RADIO SERVICE
151.625 - 151.955	BUSINESS RADIO SERVICE	465.000 - 470.000	MOBILE UNITS 5 MHZ ABOVE REPEATER OUTPUT
151.985	TELEPHONE MAINTENANCE RADIO SERVICE	470.000 - 608.000	BROADCASTING (T.V. CHS. 14-36)
152.0075	SPECIAL EMERGENCY (PAGING)	608.000 - 614.000	RADIO ASTRONOMY
152.030 - 152.240	MOBILE TELEPHONE- PAGING	614.000 - 806.000	BROADCASTING (T.V. CHS. 38-69)
152.270 - 152.480	TAXI- BUSINESS RADIO SERVICE	806.000 - 824.000	PRIVATE LAND MOBILE (MOBILE UNITS)
152.510 - 152.810	MOBILE TELEPHONE- PAGING	824.000 - 849.000	CELLULAR TELECOMMUNICATIONS SERV.(MOBILE
152.840	PAGING	849.000 - 851.000	AERONAUTICAL MOBILE TELEPHONE
152.870 - 153.035	SP. INDUST.- REMOTE BROADCASTING- MOTION PICT.	851.000 - 869.000	PRIVATE LAND MOBILE SERVICE
153.035 - 153.395	REMOTE PICKUP- MFG-FOREST PRODS- PETROLEUM	869.000 - 894.000	CELLULAR TELECOMMUNICATIONS SERVICE
153.410 - 153.725	POWER RADIO SERVICE	894.000 - 896.000	AERONAUTICAL MOBILE TELEPHONE
153.740 - 154.115	FIRE- LOCAL GOVERNMENT	896.000 - 901.000	PRIVATE LAND MOBILE SERVICE (MOBILE UNITS)
154.130 - 154.445	FIRE RADIO SERVICE	901.000 - 902.000	RESERVED FOR FUTURE USE
154.480 - 154.490	LOCAL GOVT.- POWER- SPEC. INDUSTRIAL	902.000 - 928.000	AMATEUR 80 CM BAND-ISM-U.S. GOVERNMENT
154.515 - 154.625	BUSINESS- FOREST PRODUCTS	928.000 - 929.000	PRIVATE FIXED SERVICE
154.585	PETROLEUM (OILSPILL CLEAN UP)	929.000 - 932.000	PAGING
154.650 - 154.950	POLICE RADIO SERVICE	932.000 - 935.000	GOVERNMENT- NON-GOVENMENT FIXED

FIG. 10(cont.)

154.965 - 155.145	LOCAL GOVERNMENT- POLICE	935.000 - 940.000	PRIVATE LAND MOBILE SERVICE
155.160 - 155.400	SPECIAL EMERGENCY- POLICE	940.000 - 941.000	RESERVED FOR FUTURE USE
155.415 - 155.700	POLICE RADIO SERVICE	941.000 - 944.000	GOVERNMENT- NON-GOVERNMENT FIXED
155.715 - 156.030	LOCAL GOVERNMENT- POLICE	944.000 - 952.000	BROADCASTING AUXILIARY- STL LINKS
156.045 - 156.240	HIGHWAY MAINTENANCE- POLICE	952.000 - 960.000	PRIVATE FIXED SERVICE
156.250 - 157.425	INTERNATIONAL MARINE BAND	960.000 - 1215.000	AERONAUTICAL NAVIGATION
157.450	SPECIAL EMERGENCY (PAGING)	1215.000 - 1240.000	RADIOLOCATION
157.470 - 157.515	AUTO EMERGENCY RADIO SERVICE	1240.000 - 1300.000	AMATEUR 23 CM BAND
157.530 - 157.710	TAXI (MOBILE UNITS)- BUSINESS RADIO SERVICE		
157.740	PAGING		
157.770 - 158.070	MOBILE TELEPHONE (MOBILE UNITS)		
158.100	PAGING		
158.130 - 158.265	POWER- PETROLEUM- FOREST PRODUCTS		
158.280 - 158.460	PETROLEUM- FOREST PROD.- MANUFACTURERS		
158.490 - 158.670	MOBILE TELEPHONE (MOBILE UNITS)		
158.700	PAGING		
158.730 - 158.970	LOCAL GOVERNMENT- POLICE		
158.985 - 159.210	HIGHWAY MAINTENANCE- POLICE		
159.225 - 159.465	FORESTRY CONSERVATION RADIO SERVICE		
159.480	PETROLEUM (OIL SPILL CLEAN-UP)		

(SELECTED 6 MHZ BANDS IN THE 470- 512 MHZ BAND ARE ALLOCATED FOR LAND MOBILE USE IN THE TEN LARGEST URBAN AREAS OF THE COUNTRY. PORTIONS OF THE BAND FROM 420 TO 430 MHZ ARE ALLOCATED FOR LAND MOBILE USE IN BUFFALO, CLEVELAND AND DETROIT. TV CH 17 (488 - 494 MHZ) IS AVAILABLE FOR COMMON CARRIER FIXED USE IN HAWAII AND CHANNELS 15-17 (476- 494 MHZ) FOR COMMON CARRIER AND PRIVATE FIXED SERVICE IN THE GULF OF MEXICO.)

FIG. 10(cont.)

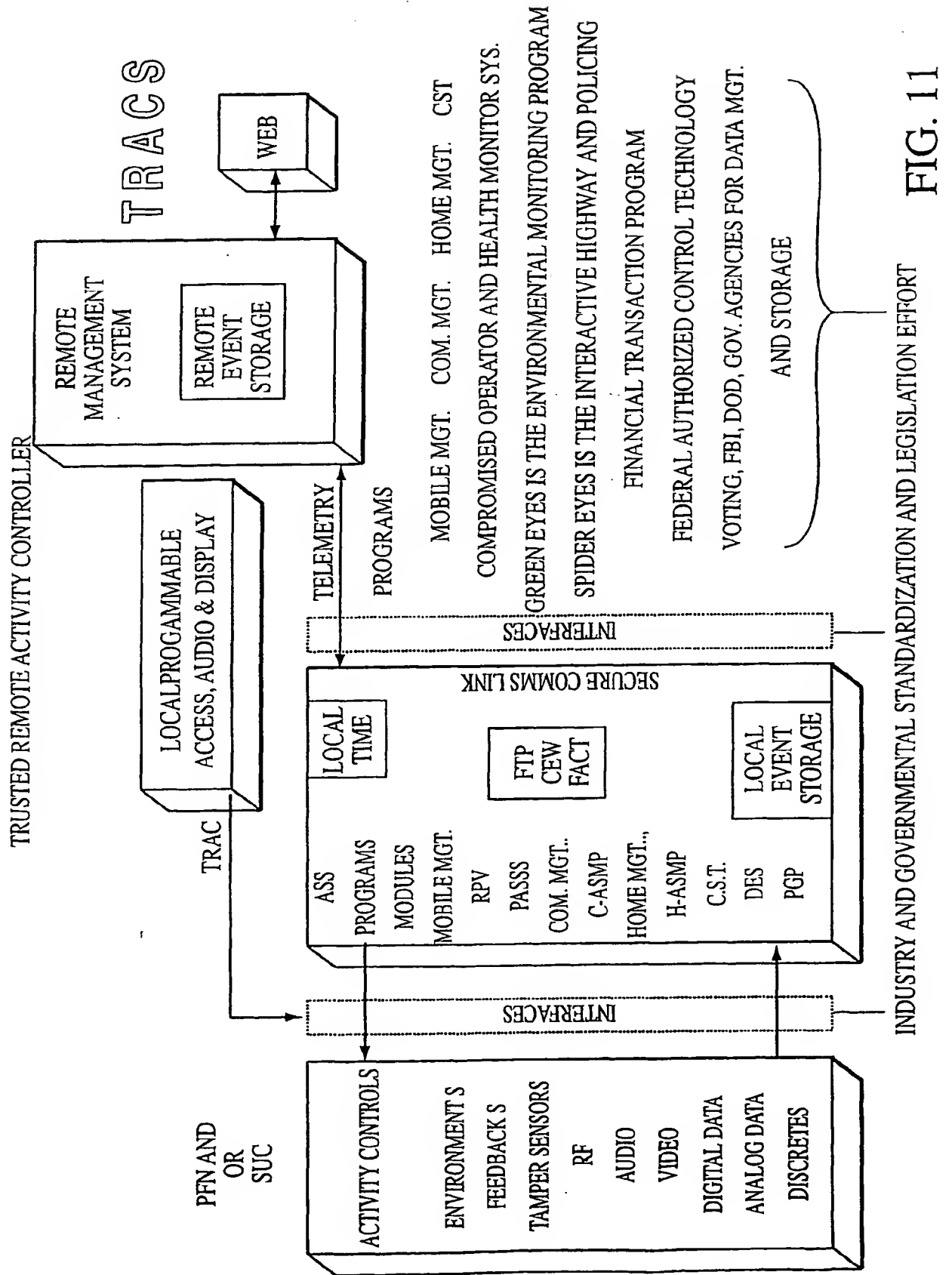


FIG. 11

INDUSTRY AND GOVERNMENTAL STANDARDIZATION AND LEGISLATION EFFORT

TRAC Interfaces / Software

Trusted Remote Activity Controller

Software / Algorithms

Bank/Stock Exchange Transaction Products & Algorithms

RPV (Remotely Piloted Vehicle) Technology

Security

- Commercial: 128/64 bit Encryption (Web Transactions)
- Military: DES (Data Encryption Standard) & FACT Program

Interfaces

Automotive Industry Standardization Effort

- H-Rel Connectors, Actuators, Sensors, Signal Levels

Telephony

- Digital Cellular, PCS, 56K Modem, RF & Pager Technology

FIG. 11B

TRAC Hardware Implementation

Trusted Remote Activity Controller

COTS Based

PC, Programmable Controller (STAMP)

Custom

Logic Sequencer

μ P (Micro processor)

FPGA (Field Programmable Gate Array)

Custom Gate Array

Systems On a Chip (SOC)

Kline & Walker, LLC.

FIG. 11C

TRAC Features

Trusted Remote Activity Controller

Industry Accepted and Trusted System

Uses “Industry Standard” Interfaces

Provides Accountability Requirements

Aggressive Remote Control Functions
Programmable & Modular

- Level of Redundancy, Event Storage, Algorithm Type is
Dependent on Application Accountability Requirements

Resides in PFN (PFN Provides Physical Security)

Remote Management Command Authentication

Local System Control and Event Storage

Provides System and Electronic Security

Kline & Walker, LLC.

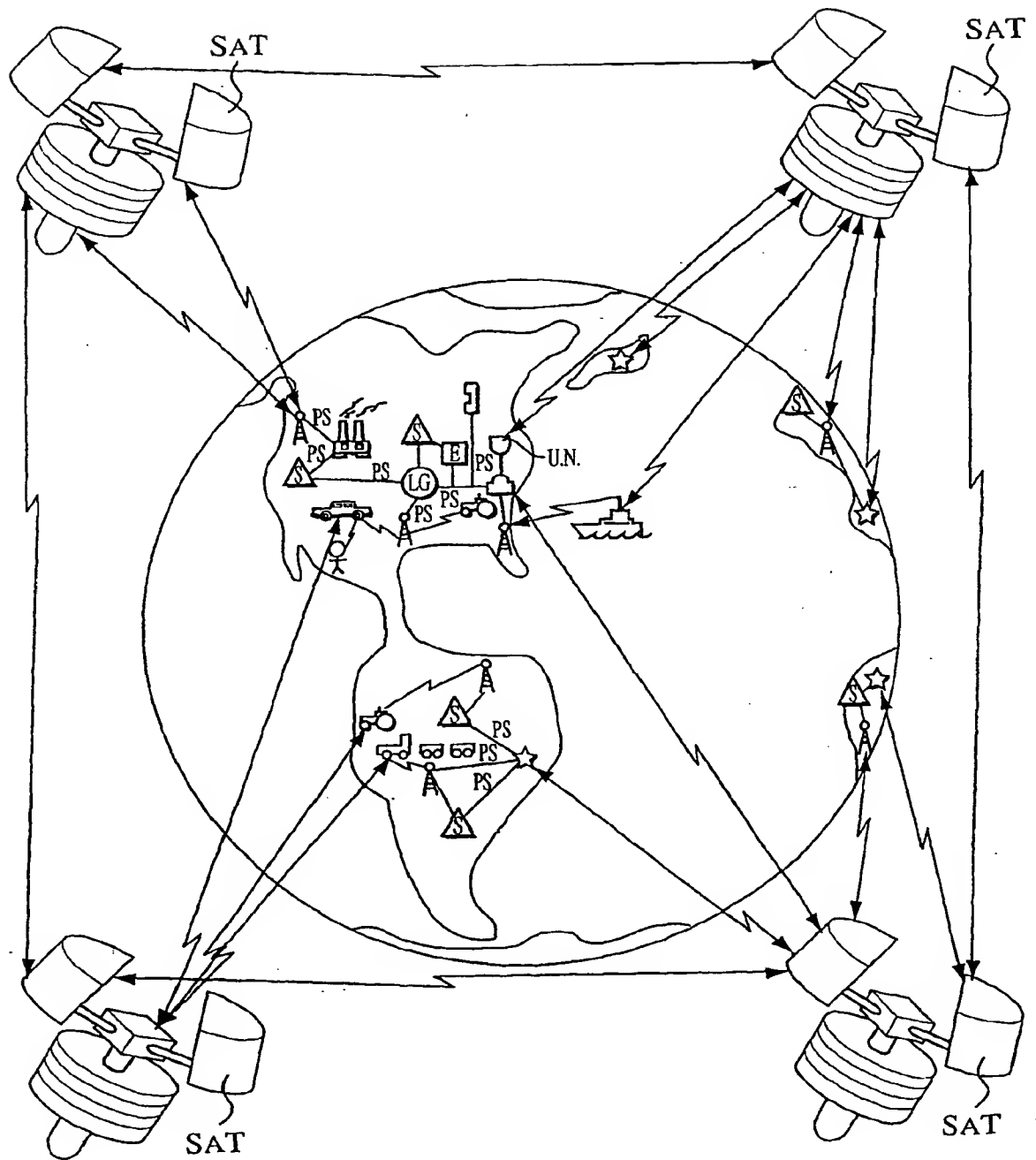


FIG. 12



LSU Libraries

U.S. Federal Government Agencies Directory

A List of Federal Agencies on the Internet

Read a [scope note](#) and see yesterday's [access stats](#).

View the [awards, honors, and recommendations](#) we have received.

Last updated Friday, 06-Nov-98 08:49:24 Send updates and corrections to [Smittie Bolner](mailto:Smittie.Bolner)
(sbolner@lsu.edu).

[Keyword search](#) of Federal Agencies
(or use your browser's **Find** command)

Executive	Judicial	Legislative	Independent	Boards, Commissions, and Committees	Quasi-Official
---------------------------	--------------------------	-----------------------------	-----------------------------	---	--------------------------------

Executive Branch

Executive Office of the President

White House Office

Office of the Vice President of the United States

Office of the First Lady

Council of Economic Advisers

Council on Environmental Quality

National Economic Council

National Security Council

Office of Administration

Office of Management and Budget

Office of National Drug Control Policy

Office of Science and Technology Policy

President's Council on Sustainable Development

President's Foreign Intelligence Advisory Board

United States Trade Representative

White House Office for Women's Initiatives and Outreach

Executive Agencies

Department of Agriculture

Farm and Foreign Agriculture Services

Farm Service Agency

Foreign Agricultural Service

Commodity Credit Corporation

Risk Management

Food, Nutrition, and Consumer Services

Food and Nutrition Service

FIG 13. (Cont.)

Food Safety

Food Safety and Inspection Service

Marketing and Regulatory Services

Agricultural Marketing ServiceAnimal and Plant Health Inspection ServiceGrain Inspection, Packers and Stockyards Administration

Natural Resources and Environment

Forest ServiceNatural Resources Conservation Service

Research, Education and Economics

Agricultural Research Service (ARS)National Agricultural LibraryAgricultural Genome Information SystemPasture Systems and Watershed Management Research Lab (PSWMRL)Subtropical Agricultural Research LaboratoryWater Management Research Laboratory (WMRL)Cooperative State Research, Education, and Extension ServiceEconomic Research ServiceNational Agricultural Statistics Service

Rural Development

National Rural Development Partnership (NRDP)Rural Business-Cooperative ServiceRural Housing ServiceRural Utilities Service

Office of the Chief Economist

Agricultural Labor Affairs CoordinatorOffice of Risk Assessment and Cost-Benefit Analysis (ORACBA)World Agricultural Outlook BoardAlternative Agricultural Research and Commercialization Center (AARC)

Department of Commerce

Office of the Secretary

Staff Offices

Office of Consumer AffairsOffice of Business LiasonOffice of General CounselOffice of Public Affairs

Administrative Offices

Herbert C. Hoover Building LibraryHuman Resources ManagementOffice of Small and Disadvantaged Business UtilizationOffice of the Inspector GeneralBureau of Export AdministrationEconomics and Statistics AdministrationBureau of Economic Analysis (BEA)Bureau of the CensusCenStats

FIG. 13 (Cont.)

STAT-USA (former Office of Business Analysis)
Economic Development Administration
International Trade Administration
U.S. and Foreign Commercial Service
Export Assistance Centers
Import Administration (IA)
Market Access Compliance (MAC)
Trade Compliance Center
Trade Information Center
Minority Business Development Agency
National Oceanic and Atmospheric Administration (NOAA)
Coastal Ocean Program (COP)
High Performance Computing and Communications (HPCC)
National Environmental Satellite, Data, and Information Service (NESDIS)
Environmental Information Services (EIS)
National Climatic Data Center (NCDC)
National Geophysical Data Center (NGDC)
National Oceanographic Data Center (NODC)
Office of Satellite Data Processing and Distribution
National Marine Fisheries Service (NMFS)
National Ocean Service (NOS)
National Weather Service (NWS)
Office of Global Programs
Office of Oceanic and Atmospheric Research
Environmental Research Laboratories
Aeronomy Laboratory
Atlantic Oceanographic and Meteorological Laboratory
Air Resources Laboratory
Climate Diagnostics Center
Climate Monitoring and Diagnostics Laboratory
Environmental Technology Laboratory
Forecast Systems Laboratory
Geophysical Fluid Dynamics Laboratory
Great Lakes Environmental Research Laboratory
National Severe Storms Laboratory
Pacific Marine Environmental Laboratory
Space Environment Center
Office of Research and Technology Applications (ORTA)
National Telecommunications and Information Administration
Institute for Telecommunications Sciences
Patent and Trademark Office
U.S. Patents Database at CNIDR
Technology Administration
National Institute of Standards and Technology
National Technical Information Service (NTIS)
FedWorld Information Network
Office of Technology Policy

FIG. 13 (Cont.)

Department of Defense (DoD)Office of the Secretary of DefenseOffice of the Executive SecretariatOffice of General CounselOffice of Inspector GeneralUnder Secretaries of DefenseOffice of the Under Secretary of Defense for Acquisition and Technology (ACOWeb)Office of the Under Secretary of Defense (Comptroller)Department of Defense National Performance Review ActivitiesOffice of the Under Secretary of Defense for Personnel and ReadinessOffice of the Under Secretary of Defense for PolicyJoint Chiefs of Staff (JCSLink)Joint StaffDirectorate for Manpower and Personnel (J-1)Directorate for Intelligence (J-2)Directorate for OperationsLogistics Directorate (J-4)Strategic Plans and Policy Directorate (J-5)Directorate for Command, Control, Communications, and Computer System (J-6)Operational Plans and Interoperability Directorate (J-7)Force Structure, Resources and Assessment Directorate (J-8)Directorate of ManagementDefense AgenciesAdvanced Information Technology Services--Joint Program Office (AITS-JPO)Armed Forces Radiobiology Research Institute (AFRRI)Ballistic Missile Defense Organization (BMDOLINK)Defense Advanced Research Projects Agency (DARPA)Defense Commissary Agency (DeCA)Defense Contract Audit Agency (DCAA)Defense Finance and Accounting Service (DFAS)Defense Information Systems Agency (DISA)Defense Intelligence Agency (DIA)Defense Legal Services AgencyDefense Logistics Agency (DLA)Corporate AdministrationDLA Environmental and Safety Policy Office (CAAE)Defense Automatic Addressing System Center (DAASC)DLA Office of Operations Research and Resource Analysis (DORRA)Chief Information OfficerDefense Systems Design Center (DSDC)Defense Automated Printing Service CenterDefense Automated Printing ServiceIndex of Specifications and Standards (DoDISS)Single Stock Point for Specifications and Standards (DoDSSP)Defense Administrative Support CenterDefense Contract Management Command (DCMC)Defense Contract Management District East (DCMDE)Defense Contract Management District International (DCMDI)

FIG. 13 (Cont.)

Defense Command Management District West (DCMDW)
Defense Logistics Support Command (DLSC)
Automatic Identification Technology Office
Inventory Control Points
Defense Energy Support Center (DESC)
Defense Industrial Supply Center (DISC)
Defense Supply Center Columbus (DSCC)
Defense Supply Center Richmond (DSCR)
Defense Supply Center Philadelphia (DSCP)
Defense Distribution Center (DDC)
Service Centers
Defense Reutilization and Marketing Service (DRMS)
Defense Logistics Information Service (DLIS)
Defense National Stockpile Center (DNSC)
Defense Distribution Systems Center (DDSC)
Defense Security Assistance Agency
Defense Security Service (DSS) (formerly Defense Investigative Service)
Defense Special Weapons Agency
Defense Technical Information Center (DTIC)
National Imagery and Mapping Agency (NIMA)
National Security Agency/Central Security Service
On-Site Inspection Agency (OSIALink)
Department of Defense Field Activities
American Forces Information Service
Defense Medical Programs Activity
Defense Prisoner of War/Missing Personnel Office
Defense Technology Security Administration
Department of Defense Human Resources Field Activity
Defense Civilian Personnel Management Service (CPMS)
Defense Manpower Data Center (DMDC)
Department of Defense Education Activity
Office of Civilian Health and Medical Program of the Uniformed Services
Office of Economic Adjustment
TRICARE Management Activity
Washington Headquarters Services
Unified Commands
U.S. European Command, Stuttgart-Vaihingen, Germany
U.S. Pacific Command, Honolulu, HI
U.S. Atlantic Command, Norfolk, VA
U.S. Southern Command, Miami, FL
U.S. Central Command, MacDill Air Force Base, FL
U.S. Space Command, Peterson Air Force Base, CO
U.S. Special Operations Command, MacDill Air Force Base, FL
U.S. Transportation Command, Scott Air Force Base, IL
U.S. Strategic Command, Offutt Air Force Base, NE
Coast Guard (in time of war)
Commandant (G-C)
Master Chief Petty Officer of the Coast Guard

FIG. 13 (Cont.)

Chief Administrator - Law Judge for the U.S. Coast Guard
Civil Rights Directorate (G-H)
Partnerships in Education
Chief of Staff (G-CCS)
National Pollution Funds Center
Acquisitions Directorate (G-A)
Chief Counsel (G-L)
Human Resources Directorate (G-W)
Reserve and Training (G-WT)
Personnel Management Staff (G-WP)
Resource Management Staff (G-WR)
Health and Safety Directorate (G-WH)
Marine Safety and Environmental Protection (G-M)
Operations Directorate (G-O)
U.S. Coast Guard Auxillary
Office of Boating Safety
Office of Law Enforcement
National Response Center
Navigation Center
Systems Directorate (G-S)
Operations Systems Center
Research and Development Center
United States Coast Guard Academy
Department of the Air Force
Headquarters United States Air Force
Air Combat Command
Air Education and Training Command
Air Force Materiel Command
Air Force Reserve Command
Air Force Reserve Officer Training Corps (AFROTC)
Air Force Special Operations Command (AFSOC)
Air Force Space Command
Air Force Mobility Command
Air National Guard
Pacific Air Forces
U.S. Air Forces in Europe
Field Operating Agencies
Air Force Agency for Modeling and Simulation
Air Force Audit Agency
Air Force Base Conversion Agency
Air Force Center for Environmental Excellence
Air Force Center for Quality and Management Innovation
Air Force Civil Engineer Support Agency
Air Force Colonel Matters Office
Air Force Communications Agency
Air Force Contingency Supply Squadron
Air Force Flight Standards Agency
Air Force Historical Research Agency

FIG. 13 (Cont.)

Air Force Historical Support Office
Air Force Information Warfare Center
Air Force Inspection Agency
Air Force Logistics Management Agency
Air Force Medical Logistics Office
Air Force Medical Support Agency
Air Force National Security Emergency Preparedness Agency
Air Force Office of Scientific Research
Air Force Office of Special Investigations
Air Force Personnel Center
Air Force Safety Center
Air Force Services Agency
Air Force Studies and Analyses Agency
Air Force Technical Applications Center
Air Force Weather Agency
Air Force Intelligence Agency
Air Force Reserve Personnel Center
United States Air Force Academy
Department of the Army
U.S. Army Corps of Engineers
Regional Headquarters
Great Lakes Regional Headquarters (CELRD-GL)
Ohio River Regional Headquarters (CELRD-OR)
Missouri River Regional Headquarters (CENWD)
North Pacific Regional Headquarters (CENWD-NP)
Divisions
Great Lakes and Ohio River Division (CELRD)
Mississippi Valley Division (CEMVD)
North Atlantic Division (CENAD)
Northwestern Division (CENWD)
Pacific Ocean Division (CEPOD)
South Atlantic Division (CESAD)
South Pacific Division (CESPD)
Southwestern Division (CESWD)
Laboratories
Cold Regions Research and Engineering Laboratory (CECRL)
Construction Engineering Research Laboratories (CECER)
Waterways Experiment Station (CEWES)
Topographic Engineering Center (CETEC)
Army Digitization Office (ADO)
Army Research Laboratory (ARL)
U.S. Army Financial Management
U.S. Military Academy
White Sands Missile Range (WSMR)
Department of the Navy
Department of the Navy Environmental Program
Office of the Assistant Secretary of the Navy (Financial Management and Comptroller)
Office of Budget

FIG. 13 (Cont.)

Office of Information
Office of the Naval Inspector General
Office of Naval Research (ONR)
United States Marine Corps
Commandant of the Marine Corps
Headquarters, United States Marine Corps
HQMC Staff Agencies
Marine Corps Uniform Board
Administration and Resources
Historical Division
Inspector General
Staff Judge Advocate to the Commandant
Morale, Welfare and Recreation
Division of Public Affairs
Programs and Resources
Marine Corps Combat Development Command
Total Quality Leadership
Director, Marine Corps Staff
Command, Control, Communications, computer and Intelligence (C4I)
Department
Health Services
Installations and Logistics Department
Manpower and Reserve Affairs
Office of Legislative Affairs
Plans, Policies and Operations
Marine Corps Systems Command
Marine Corps Recruiting Command
Safety Division
Marine Expeditionary Units
United States Naval Academy
Joint Service Schools
Defense Acquisition University
Defense Systems Management College
Joint Military Intelligence College
National Defense University
National War College
Air War College
Army War College
Marine War College
Naval War College
Industrial College of the Armed Forces
Armed Forces Staff College
Information Resources Management College
Uniformed Services University of the Health Sciences
National Guard

Department of Education

FIG. 13 (cont.)

External Relations

Office of Intergovernmental and Interagency AffairsInformation Resource CenterOffice of Non-Public EducationPartnership for Family Involvement in EducationOffice of Legislation and Congressional Affairs

Operations

Office of ManagementFamily Policy Compliance OfficeOffice of Hearings and AppealsOffice of the Chief Information OfficerOffice of the Chief Financial Officer

Programs

Office of Bilingual Education and Minority Languages Affairs (OBEMLA)Office for Civil RightsOffice of Educational Research and Improvement (OERI)National Center for Education Statistics (NCES)National Educational Research Policy and Priorities BoardNational Institute on Early Childhood Development and EducationNational Institute on the Education of At-Risk StudentsNational Institute on Educational Governance, Finance, Policy-Making, and ManagementNational Institute on Postsecondary Education, Libraries, and Lifelong Learning (PLLI)National Institute on Student Achievement, Curriculum, and AssessmentNational Library of EducationNational Research and Development CentersOffice of Reform Assistance and DisseminationOffice of Elementary and Secondary Education (OESE)Office of Indian EducationOffice of Migrant EducationOffice of Postsecondary Education (OPE)Office of Special Education and Rehabilitative ServiceNational Institute on Disability and Rehabilitation ResearchRehabilitation Services AdministrationOffice of Special Education ProgramsOffice of Vocational and Adult Education (OVAE)Regional OfficesDepartment of Energy

Programs and Offices

Columbus Environmental Management ProjectEnergy Efficiency and Renewable Energy NetworkEnergy Information AdministrationEnergy Sciences Network (ESnet)Environment, Safety and HealthEnvironmental ManagementFederal Energy Regulatory CommissionFusion Energy Sciences Program

FIG. 13 (Cont.)

Human Resources and Administration
Oakland Operations Office
Office of the Chief Financial Officer
Office of Civilian Radioactive Waste Management
Office of Defense Programs
Office of the Departmental Representative to the Defense Nuclear Facilities Safety Board (DNFSB)
Office of Economic Impact and Diversity
Office of Energy Research
Office of Field Management
Office of Fissile Materials Disposition
Office of Fossil Energy
Office of General Counsel
Office of Hearings and Appeals
Office of Inspector General
Office of Nonproliferation and National Security
Office of Policy and International Affairs
Office of Nuclear Energy, Science, and Technology
Office of Procurement and Assistance Management
Office of Scientific and Technical Information
Office of the Secretary of Energy Advisory Board
Office of Worker and Community Transition

Laboratories and Facilities
Argonne National Laboratory (ANL)
Brookhaven National Laboratory
Thomas Jefferson National Accelerator Facility (formerly Continuous Electron Beam Accelerator Facility (CEBAF))
Energy Efficiency and Renewable Energy Network (EREN)
Fermi National Accelerator Laboratory (Fermilab)
Hanford Site (Richland Operations Office)
Idaho National Engineering and Environmental Laboratory (INEEL)
Kansas City Plant
Lawrence Berkeley Laboratory (LBL)
Lawrence Livermore National Laboratory
National Energy Research Supercomputer Center
Los Alamos National Laboratory (LANL)
Advanced Computing Laboratory
National Renewable Energy Laboratory
Nevada Operations Office
Oak Ridge National Laboratories
Center for Computational Sciences
Pacific Northwest National Laboratory (PNL)
William R. Wiley Environmental Molecular Sciences Laboratory
Princeton Plasma Physics Laboratory
Sandia National Laboratories
Savannah River Operations Office
Stanford Linear Accelerator Center (SLAC)

FIG. 13 (Cont.)

Department of Health and Human ServicesAdministration on AgingAdministration for Children and FamiliesHealth Care Financing AdministrationPublic Health Service (PHS)Agency for Toxic Substances and Disease RegistryCase Studies in Environmental MedicineCenters for Disease Control and Prevention (CDC)National Center for Chronic Disease Prevention and Health PromotionNational Center for Environmental HealthNational Center for Health StatisticsNational Center for Infectious DiseasesNational Center for Injury Prevention and ControlNational Institute for Occupational Safety and HealthMining Health & Safety Research ProgramEpidemiology Program OfficeInternational Health Program OfficePublic Health Practice Program OfficeNational Immunization Program Childhood Immunization InitiativeFood and Drug Administration (FDA)National Center for Food Safety and Applied Nutrition (CFSAN)National Center for Toxicological Research (NCTR)Indian Health Service (IHS)National Institutes of Health (NIH)Advanced Laboratory Workstation ProjectDivision of Computer Research and Technology (DCRT)BioInformatics Molecular Analysis Section (BIMAS)BioMagResBank Database GatewayGenoBase Database GatewayCenter for Scientific Review (CSR) (formerly Division of Research Grants)National Cancer Institute (NCI)CancerNetNational Human Genome Research Institute (NHGRI)National Center for Research Resources (NCRR)National Eye InstituteNational Heart, Lung and Blood Institute (NHLBI)National Institute for Allergy and Infectious Diseases (NIAID)National Institute of Child Health and Human DevelopmentNational Institute of Diabetes and Digestive and Kidney Disease (NIDDK)National Institute of Drug AbuseNational Institute of Environmental Health Sciences (NIEHS)National Institute of General Medical Sciences (NIGMS)National Institute of Mental Health (NIMH)National Institute of Neurological Disorders and Stroke (NINDS)National Institute of Nursing ResearchNational Institute on AgingNational Library of Medicine (NLM)National Center for Biotechnology Information (NCBI) at NLM

FIG. 13 (Cont.)

Substance Abuse and Mental Health Services AdministrationDepartment of Housing and Urban Development (HUD)Office of the SecretaryAdministrative Law JudgesBoard of Contract AppealsChief Information OfficerDepartmental Equal Employment OpportunityOffice of Departmental Operations and CoordinationOffice of Federal Housing Enterprise OversightOffice of Labor RelationsOffice of Lead Hazard ControlOffice of Small and Disadvantaged Business UtilizationOffice of Special ActionsSecretary's RepresentativesHeadquarters Program OfficesGovernment National Mortgage Association (Ginnie Mae)Office of Community Planning and DevelopmentOffice of Fair Housing and Equal OpportunityOffice of Housing/Federal Housing Authority (FHA)Office of Public and Indian HousingHeadquarters Support OfficesOffice of AdministrationOffice of the Chief Financial OfficerOffice of Congressional and Intergovernmental RelationsOffice of General CounselOffice of Policy Development and ResearchOffice of Public AffairsOffice of Inspector GeneralLocal OfficesDepartment of the InteriorSecretary of the InteriorOffice of the SecretaryDeputy SecretaryExecutive SecretariatOffice of Legislative and Congressional AffairsOffice of CommunicationsOffice of the SolicitorOffice of Inspector GeneralOffice of the Special Trustee for American IndiansOffice of Policy, Management and BudgetHuman ResourcesOffice of PersonnelOffice of EthicsOffice of National Service and Educational PartnershipsOffice of Aircraft Services

FIG. 13 (Cont.)

Office of Acquisition and Property Management
Office of the Budget
Office of Environmental Policy and Compliance
Office of Financial Management
Office of Hearings and Appeals
Office of Insular Affairs
Office of International Affairs
Office of Managing Risk and Public Safety
Office of Small and Disadvantaged Business Utilization
Office of Information Resources Management
 Assistant Secretary--Fish and Wildlife and Parks
National Park Service (ParkNet)
National Park Service NatureNet
Air Resources Division
American Indian Liason Office
Geological Resources Division
Water Resources Division
U.S. Fish and Wildlife Service
Air Quality Branch
Division of Contracting and General Services
Division of Endangered Species
Division of Environmental Contaminants
Division of Federal Aid
Fish and Wildlife Reference Service
Management Assistance Team
Division of Finance
Division of Habitat Conservation
Coastal Habitat Conservation Programs
National Wetlands Inventory
Division of Information Resources Management
FWS Data Administration
Geographic Information Systems and Spatial Data
Division of Law Enforcement
US Fish and Wildlife Forensics Lab, Ashland, Oregon
Division of Policy and Directives Management
Division of Realty
Federal Duck Stamp Office
Federal Junior Duck Stamp Conservation and Design Program
Fire Management
National Conservation Training Center
National Wildlife Refuge System
North American Waterfowl and Wetlands Office
Office for Human Resources
Office of International Affairs
Office of Migratory Bird Management
Washington Office Fisheries
 Regions
Region 1 (Pacific Region)

44/77

FIG. 13 (Cont.)

Region 2 (Southwest Region)
Region 3 (Great Lakes-Big Rivers Region)
Region 4 (Southeast Region)
Region 5 (Northeast Region)
Region 6 (Mountain-Prairies Region)
Region 7 (Alaska Region)

Assistant Secretary--Indian Affairs

Bureau of Indian Affairs (BIA)

Branch of Acknowledgement and Research
Office of Congressional and Legislative Affairs
Office of Indian Education Programs
Office of Tribal Services
Office of Trust Responsibilities
Division of Energy and Mineral Resources
Division of Forestry
Geographic Data Service Center

Office of American Indian Trust (OAIT)Office of Self-Governance

Assistant Secretary--Land and Minerals Management

Bureau of Land Management (BLM)

National Applied Resource Sciences Center
National Business Center
National Human Resource Management Center (NHRMC)
National Information Resource Management Center
National Interagency Fire Center
National Training Center
National Wild Horse and Burro Program
State Offices

Minerals Management Service

Environmental Studies Program Information System
Offshore Minerals Management Program (OMM)
Royalty Management Program

Office of Surface Mining Reclamation and Enforcement

Assistant Secretary--Water and Science

Bureau of Reclamation

Acquisition and Assistance Management Services
Denver Administrative Service Center
Human Resources Center
Management Service Office
Program Analysis Office
Reclamation Services Center
Technical Service Center

Regional Offices

Great Plains Region
Lower Colorado Region
Mid-Pacific Region
Pacific Northwest Region
Upper Colorado Region

FIG. 13 (Cont.)

U.S. Geological Survey (USGS)Department of Justice (DOJ)Office of the Attorney GeneralOffice of the Deputy Attorney GeneralOffice of the Solicitor GeneralOffice of the Associate Attorney GeneralCommunity Relations ServiceExecutive Office for United States TrusteesForeign Claims Settlement CommissionOffice of Community Oriented Policing Services (COPS)Office of Dispute ResolutionOffice of Information and PrivacyOffice of Justice ProgramsProgram OfficesAmerican Indian and Alaska Native Affairs DeskCorrections Program OfficeDrug Courts Program OfficeExecutive Office for Weed and SeedViolence Against Women Grants OfficeViolence Against Women OfficeBureausBureau of Justice AssistanceBureau of Justice StatisticsNational Institute of JusticeCrime Mapping Research CenterNational Criminal Justice Reference ServiceJustice Information CenterOffice of Science and TechnologyNational Law Enforcement and Corrections Technology Center
(JustNet)Office of Juvenile Justice and Delinquency PreventionOffice for Victims of CrimeFederal Crimes Victims DivisionState Compensation and Assistance DivisionSpecial Projects DivisionSupport OfficesEqual Employment Opportunity OfficeOffice of AdministrationOffice of Budget and Management ServicesOffice for Civil RightsOffice of the ComptrollerOffice of Congressional and Public AffairsOffice of General CounselAntitrust DivisionCivil DivisionCivil Rights Division

FIG. 13 (Cont.)

Environment and National Resources DivisionTax DivisionOffice of Intergovernmental AffairsOffice of Legal CounselOffice of Legislative AffairsOffice of Policy DevelopmentOffice of Public AffairsBureau of PrisonsNational Institute of CorrectionsCriminal DivisionDrug Enforcement Administration (DEA)Executive Office for United States AttorneysUnited States AttorneysFederal Bureau of Investigation (FBI)FBI AcademyFBI LaboratoryField OfficesNational Computer Crime SquadNational Infrastructure Protection Center (NIPC)Immigration and Naturalization Service (INS)United States Marshals ServiceUnited States National Central Bureau (USNCB)—INTERPOLExecutive Office for Immigration ReviewJustice Management DivisionNational Drug Intelligence CenterOffice of the Inspector GeneralOffice of Intelligence Policy and ReviewOffice of the Pardon AttorneyOffice of Professional ResponsibilityUnited States Parole CommissionDepartment of Labor (DOL)Office of the SecretaryOffice of the Assistant Secretary for Administration and ManagementOffice of the Assistant Secretary for PolicyOffice of the Chief Financial OfficerOffice of the Chief Information OfficerOffice of the Inspector GeneralOffice of the SolicitorAdministrative Review BoardBenefits Review BoardBureau of International Labor AffairsBureau of Labor StatisticsEmployees' Compensation Appeals Board (ECAB)Employment and Training AdministrationEmployment Standards AdministrationOffice of Federal Contract Compliance Programs

FIG. 13 (Cont.)

Office of Labor-Management Standards
Office of Workers' Compensation Programs
Division of Federal Employees' Compensation
Division of Coal Mine Workers' Compensation
Division of Longshore and Harbor Workers' Compensation
Wage and Hour Division
Mine Safety and Health Administration
Directorate of Educational Policy and Development
National Mine Health and Safety Academy
District Offices
Occupational Safety and Health Administration (OSHA)
Office of Administrative Law Judges
Office of Small Business Programs
Pension and Welfare Benefits Administration
Veterans' Employment and Training Service
Women's Bureau

Department of StateSecretary of State

Operations Center
 Policy Planning Staff
 Office of Resources, Plans and Policy
 Office of the Chief of Protocol
Office of the Permanent Representative to the United Nations
Bureau of Public Affairs
Office of the Historian
Bureau of Legislative Affairs
 Bureau of Intelligence and Research
Office of Inspector General
Office of the Legal Adviser

Office of Under Secretary for Political AffairsGeographic Bureaus

Bureau of African Affairs
Bureau of East Asian and Pacific Affairs
Bureau of European and Canadian Affairs
Bureau of Inter-American Affairs
Bureau of Near Eastern Affairs
Bureau of South Asian Affairs
Office of the Special Adviser to the Secretary for the New Independent States

Bureau of International Organization AffairsOffice of Under Secretary for Economic, Business, and Agricultural AffairsOffice of the Coordinator for Business AffairsBureau of Economic and Business AffairsOffice of Under Secretary for Arms Control and International Security AffairsBureau of Political Military AffairsOffice of Defense Trade ControlsNonproliferation and Disarmament Fund

FIG. 13 (Cont.)

Office of Under Secretary for Management
 Office of Foreign Missions
 Foreign Service Institute
 Director General of Foreign Service and Director of Personnel
Family Liason Office
Bureau of Administration
Office of Allowances
Office of Overseas Schools
Office of the Procurement Executive
Office of Small and Disadvantaged Business Utilization
Ralph J. Bunche Library
Bureau of Consular Affairs
Bureau of Diplomatic Security
Overseas Security Advisory Council (OSAC)
 Bureau of Finance and Management Policy
Office of Under Secretary for Global Affairs
Bureau of Democracy, Human Rights, and Labor
Bureau for International Narcotics and Law Enforcement Affairs
Bureau of Oceans and International Environmental and Scientific Affairs
Bureau of Population, Refugees, and Migration
Office of the Coordinator for Counterterrorism
Office of the Senior Coordinator for International Women's Issues
U.S. Missions Online
Office of Authentication

Department of Transportation

Office of the Secretary
Bureau of Transportation Statistics
Coast Guard (in time of peace)
Federal Aviation Administration (FAA)
Associate Administrator for Administration
Associate Administrator for Commercial Space Transportation
Civil Aviation Security
Office of the Associate Administrator for Airports
Office of System Safety
Flight Standards Service
Mike Monroney Aeronautical Center
William J. Hughes Technical Center
Federal Highway Administration
Associate Administrator for Policy
Office of International Programs
Office of Policy Development
Office of Highway Information Management
Associate Administrator for Research and Development
Turner-Fairbank Highway Research Center
Office of Research and Development Operations and Support
Office of Engineering Research and Development

FIG. 13 (Cont.)

Office of Safety and Traffic Operations Research and Development
 Traffic and Driver Information Systems Division
Associate Administrator for Motor Carriers
Office of Administration
Office of Program Development
Federal Railroad Administration
Federal Transit Administration
National Highway Traffic Safety Administration (NHTSA)
Maritime Administration
National Transportation Library
Research and Special Programs Administration
Saint Lawrence Seaway Development Corporation
Surface Transportation Board
Transportation Administrative Service Center (TASC)

Department of the Treasury

Treasury Bureaus

Internal Revenue Service (IRS)
United States Customs Service
Bureau of Alcohol, Tobacco, and Firearms
Financial Management Service
United States Secret Service
Office of Thrift Supervision
United States Mint
Office of the Comptroller of the Currency
Federal Law Enforcement Training Center
Bureau of the Public Debt
Bureau of Engraving and Printing
Financial Crimes Enforcement Network
Community Development Financial Institutions Fund

Treasury Offices

Office of Domestic Finance
Office of Economic Policy
Foreign Investment Survey
Office of Enforcement
Office of International Affairs
Office of Legislative Affairs
Office of Management
Chief Information Officer
Chief Financial Officer
Office of Equal Opportunity Program
Government Information Technology Services (GITS)
GITS Security
Office of Small and Disadvantaged Business Utilization
Office of Treasury Reinvention
Office of Budget

FIG. 13 (Cont.)

Department of Veterans AffairsBoard of Contract AppealsBoard of Veterans' AppealsChief Information Officers CouncilInter-Agency Benchmarking and Best Practices CouncilNational Cemetery System (NCS)Office of Acquisition and Materiel ManagementOffice of Congressional AffairsOffice of Financial ManagementOffice of Information Resources ManagementOffice of Inspector GeneralOffice of Occupational Safety and HealthOffice of Small and Disadvantaged Business UtilizationVeterans Health Administration (VHA)Diabetes ProgramNational Center for Health Promotion and Disease PreventionNational Chaplain CenterNursing ServiceOffice of Research and DevelopmentPhysical Medicine and Rehabilitation ServiceVeterans Integrated Service NetworksVeterans Benefits Association (VBA)Debt Management CenterCompensation and Pension ServiceEducation ServiceInsurance ServiceLoan Guaranty ServiceVocational Rehabilitation and Counseling Service

Executive	Judicial	Legislative	Independent	Boards, Commissions, and Committees	Quasi-Official
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Judicial BranchAdministrative Office of the U.S. Courts (Federal Judiciary Homepage)Federal Judicial CenterUnited States Sentencing CommissionUnited States Supreme CourtSupreme Court via LII at Cornell Law School (opinions since 1990 and selected historical decisions)Supreme Court via FindLaw (opinions since 1893)Supreme Court via Oyez Oyez Oyez (Real Audio recordings of oral arguments)Courts of Appeal (see also U.S. Federal Courts Finder)First CircuitFirst Circuit via Emory University School of Law (opinions since November 1995)First Circuit via FindLaw (opinions since November 1995)Second CircuitSecond Circuit via Touro Law Center (opinions since January 1995)

FIG. 13 (Cont.)

- Second Circuit via Pace University School of Law (opinions since September 1995)
 - Second Circuit via FindLaw (opinions since January 1995)
- Third Circuit
 - Third Circuit via Villanova Center for Information Law and Policy (opinions since May 1994)
 - Third Circuit via FindLaw (opinions since May 1994)
- Fourth Circuit
 - Fourth Circuit via Emory University School of Law (opinions since January 1995)
 - Fourth Circuit via FindLaw (opinions since January 1995)
- Fifth Circuit
 - Official Fifth Circuit Web Site (opinions since 1991, other documents, general information)
 - Fifth Circuit via FindLaw (recent opinions only)
- Sixth Circuit
 - Sixth Circuit via Emory University School of Law (opinions since January 1995)
 - Sixth Circuit via FindLaw (opinions since January 1995)
- Seventh Circuit
 - Seventh Circuit via Chicago-Kent College of Law (opinions since January 1993)
 - Seventh Circuit via FindLaw (opinions since June 1995)
- Eighth Circuit
 - Eighth Circuit via Washington University School of Law (opinions since November 1995)
 - Eighth Circuit via FindLaw (opinions since November 1995)
- Ninth Circuit
 - Office of the Circuit Executive—Official Ninth Circuit Web Site (general information; no opinions available)
 - Ninth Circuit via Villanova Center for Information Law and Policy (opinions since June 1995)
 - Ninth Circuit via FindLaw (opinions since 1990)
- Tenth Circuit
 - Tenth Circuit Clerk—Official Tenth Circuit Web Site (general information; no opinions available)
 - Tenth Circuit via Emory University School of Law (opinions from August 1995 to October 1997)
 - Tenth Circuit via Washburn University School of Law (opinions since October 1997)
 - Tenth Circuit via FindLaw (recent opinions only)
- Eleventh Circuit
 - Eleventh Circuit Library Reference Desk (links and general information; no opinions available)
 - Eleventh Circuit Internet Pilot Project (opinions from the last three months)
 - Eleventh Circuit via Emory University School of Law (opinions since November 1994)
 - Eleventh Circuit via FindLaw (opinions since December 1994)
- District of Columbia Circuit
 - Official D.C. Circuit Web Site (opinions since September 1997; general information)
 - D.C. Circuit via Georgetown University Law Center (opinions since March 1995)
 - D.C. Circuit via FindLaw (opinions since February 1995)
- Federal Circuit
 - Official Federal Circuit Web Site (recent opinions only)
 - Federal Circuit via Emory University School of Law (opinions since August 1995)
 - Federal Circuit via Georgetown University Law Center (opinions since August 1995)

FIG. 13 (Cont.)

Federal Circuit via FindLaw (recent opinions only)
U.S. Court of Appeals for the Armed Forces (administratively located in the Department of Defense)
Official U.S. Court of Appeals for the Armed Forces Web Site (opinions since October 1996; general information)

<u>Executive</u>	<u>Judicial</u>	<u>Legislative</u>	<u>Independent</u>	<u>Boards, Commissions, and Committees</u>	<u>Quasi-Official</u>
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Legislative Branch

U.S. House of Representatives
Representatives on the Web
U.S. House of Representatives Internet Law Library

U.S. Senate
Senators on the Web

Congressional Budget Office (CBO)
General Accounting Office (GAO)
Government Printing Office (GPO)
Institute for Federal Printing and Publishing (IFPP)
LSU Libraries GPO Access Gateway
Library of Congress
LOCIS: Library of Congress Online Public Access Catalog
LC Marvel
THOMAS: Legislative Information on the Internet
103rd Congress Bills
104th Congress Bills
105th Congress Bills
Office of Compliance
Office of Technology Assessment
Stennis Center for Public Service

<u>Executive</u>	<u>Judicial</u>	<u>Legislative</u>	<u>Independent</u>	<u>Boards, Commissions, and Committees</u>	<u>Quasi-Official</u>
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Independent Establishments and Government Corporations

African Development Foundation
Central Intelligence Agency (CIA)
Intelligence Community
Commission on Civil Rights
Commodity Futures Trading Commission (CFTC)
Consumer Product Safety Commission (CPSC)
Corporation for National Service
Defense Nuclear Facilities Safety Board (DNFSB)
Environmental Protection Agency (EPA)
Equal Employment Opportunity Commission (EEOC)

FIG. 13 (Cont.)

Export-Import Bank of the United States
Farm Credit Administration
Federal Communications Commission (FCC)
Federal Deposit Insurance Corporation (FDIC)
Federal Election Commission (FEC)
Federal Emergency Management Agency (FEMA)
Federal Housing Finance Board
Federal Labor Relations Authority
Federal Maritime Commission
Federal Mediation and Conciliation Service
Federal Mine Safety and Health Review Commission
Federal Reserve System Board of Governors
 Federal Reserve Bank of Atlanta
 Federal Reserve Bank of Boston
 Federal Reserve Bank of Chicago
 Federal Reserve Bank of Cleveland
 Federal Reserve Bank of Dallas
 Federal Reserve Bank of Kansas City
 Federal Reserve Bank of Minneapolis
 Federal Reserve Bank of New York
 Federal Reserve Bank of Philadelphia
 Federal Reserve Bank of San Francisco
 Federal Reserve Bank of St. Louis
Federal Retirement Thrift Investment Board
Federal Trade Commission (FTC)
General Services Administration (GSA)
 Consumer Information Center
 Federal Supply Service
 Federal Technology Service (formerly Federal Telecommunications Service)
 Office of Information Technology Integration
 Office of Information Security
 Federal Information Center
 Federal Information Relay Service
 Catalog of Federal Domestic Assistance Programs
 Office of Governmentwide Policy
 Public Buildings Service
Inter-American Foundation
Merit Systems Protection Board
National Aeronautics and Space Administration (NASA)
 Ames Research Center
 Dryden Flight Research Center
 Goddard Institute for Space Studies
 Goddard Space Flight Center
 Independent Validation and Verification Facility
 Jet Propulsion Laboratory
 Johnson Space Center
 Kennedy Space Center
 Langley Research Center

FIG. 13 (Cont.)

Lewis Research CenterMarshall Space Flight CenterMoffett Federal AirfieldStennis Space CenterWallops Flight FacilityWhite Sands Test FacilityNational Archives and Records Administration (NARA)The Center for Electronic RecordsNational Capital Planning CommissionNational Credit Union Administration (NCUA)National Foundation on the Arts and the HumanitiesThe Institute of Museum and Library ServicesNational Endowment for the ArtsArtsEdgeNational Endowment for the Humanities (NEH)National Labor Relations Board (NLRB)National Mediation BoardNational Railroad Passenger Corporation (Amtrak)National Performance Review (NPR)FinanceNetNational Science Foundation (NSF)National Transportation Safety BoardNuclear Regulatory Commission (NRC)Occupational Safety and Health Review CommissionOffice of Government EthicsOffice of Personnel ManagementOverseas Private Investment CorporationPanama Canal CommissionPeace CorpsPennsylvania Avenue Development CorporationPension Benefit Guaranty CorporationPostal Rate CommissionRailroad Retirement BoardResolution Trust CorporationSecurities and Exchange Commission (SEC)EDGAR DatabaseSelective Service SystemSmall Business Administration (SBA)Social Security Administration (SSA)Regional Offices:Atlanta RegionBoston RegionChicago RegionDenver RegionKansas City RegionNew York RegionSan Francisco RegionSeattle Region

FIG. 13 (Cont.)

Tennessee Valley Authority
Thrift Depositor Protection Oversight Board
Trade and Development Agency
United States Arms Control and Disarmament Agency
United States Information Agency (USIA)
International Broadcasting Bureau
Voice of America (VOA)
United States International Development Cooperation Agency
Agency for International Development (USAID)
The Environmental and Natural Resource Information Center
United States International Trade Commission (USITC)
United States Postal Service (USPS)

Executive	Judicial	Legislative	Independent	Boards, Commissions, and Committees	Quasi-Official
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Boards, Commissions, and Committees

Administrative Committee of the Federal Register
Advisory Commission on Intergovernmental Relations
Advisory Council on Historic Preservation
American Battle Monuments Commission
Appalachian Regional Commission
Architectural and Transportation Barriers Compliance Board (Access Board)
Arctic Research Commission
Arthritis and Musculoskeletal Interagency Coordinating Committee
Barry M. Goldwater Scholarship and Excellence in Education Foundation
Citizens' Stamp Advisory Committee
Commission of Fine Arts
Committee on Foreign Investment in the United States
Committee for the Implementation of Textile Agreements
Committee for Purchase from People Who Are Blind or Severely Disabled
Coordinating Council on Juvenile Justice and Delinquency Prevention
Critical Infrastructure Assurance Office (CIAO)
Delaware River Basin Commission
Endangered Species Committee
Export Administration Review Board
Federal Financial Institutions Examination Council
Federal Financing Bank
Federal Interagency Committee on Education
Federal Interagency Council on Statistical Policy
FedStats
Federal Laboratory Consortium for Technology Transfer
Federal Library and Information Center Committee
Franklin Delano Roosevelt Memorial Commission
Harry S. Truman Scholarship Foundation
Illinois and Michigan Canal National Heritage Corridor Commission
Indian Arts and Crafts Board
Information Security Oversight Office

FIG. 13 (Cont.)

Interagency Committee on Employment of People with Disabilities
 Interagency Savings Bonds Committee
J. William Fulbright Foreign Scholarship Board
James Madison Memorial Fellowship Foundation
Japan-United States Friendship Commission
 Joint Board for the Enrollment of Actuaries
 Marine Mammal Commission
Medicare Payment Advisory Commission (MedPAC) (formerly the Physician Payment Review
 Commission and the Prospective Payment Assessment Commission)
Migratory Bird Conservation Commission
Mississippi River Commission
National Commission on Libraries and Information Science
National Communications System
National Council on Disability
National Gambling Impact Study Commission
National Occupational Information Coordinating Committee
National Park Foundation
The National Park Foundation's Complete Guide to America's Parks
Northwest Power Planning Council
 Office of Navajo and Hopi Indian Relocation
Office of Women's Business Ownership
 Permanent Committee for the Oliver Wendell Holmes Devise
Physician Payment Review Commission
President's Committee on Employment of People with Disabilities
President's Council on Integrity and Efficiency
President's Foreign Intelligence Advisory Board
Regulatory Information Service Center
Susquehanna River Basin Commission
 Textile Trade Policy Group
 Trade Policy Committee
United States Holocaust Memorial Museum
United States Nuclear Waste Technical Review Board
 Veterans Day National Committee
 White House Commission on Presidential Scholars

<u>Executive</u>	<u>Judicial</u>	<u>Legislative</u>	<u>Independent</u>	<u>Boards, Commissions, and Committees</u>	<u>Quasi-Official</u>
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Quasi-Official Agencies

Legal Services Corporation
Smithsonian Institution
Anacostia Museum
Arthur M. Sackler Gallery
Arts and Industries Building
Center for Earth and Planetary Studies (CEPS)
Cooper-Hewitt, National Design Museum
Freer Gallery of Art
Harvard-Smithsonian Center for Astrophysics

FIG. 13 (Cont.)

Hirshhorn Museum and Sculpture GardenNational Air and Space MuseumNational Museum of African ArtNational Museum of American ArtNational Museum of American HistoryNational Museum of Natural HistoryNational Museum of the American IndianNational Portrait GalleryNational Postal MuseumNational ZooState Justice InstituteUnited States Institute of Peace

Executive	Judicial	Legislative	Independent	Boards, Commissions, and Committees	Quasi-Official
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Awards, Honors, and Recommendations Received:

[LSU Libraries](#) | [LSU and Louisiana](#) | [Internet Webliography](#) | [LSU Home Page](#)

Send updates and corrections to Smittie Bolner (sbolner@lsu.edu).

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Louisiana State University, Baton Rouge, LA 70803-3300

URL: <http://www.lib.lsu.edu/gov/fedgov.html>
Last updated: Friday, 06-Nov-98 08:49:24

LAYER NAME	DESCRIPTION
APPLICATION	THE LAYER WE ALL KNOW AND LOVE AS END USERS TRY TO DO SOMETHING
PRESENTATION	DEALS WITH SYNTAX AND SEMANTICS OF TRANSMITTED DATA. USUALLY REPRESENTED AS A CONVERSION OF DATA TO SOME SPECIFIC FORM.
SESSION	CREATES ENHANCED NETWORK CONNECTIONS, USUALLY CONNECTION-BASED SERVICE. ALSO DEALS WITH DIFFERENT SYNCHRONIZATION ISSUES
TRANSPORT	CREATES DISTINCT NETWORK CONNECTIONS. MAKE SURE THE CONNECTIONS ARE RELIABLE. DEALS WITH TRANSMISSION TYPES OF SERVICE. ALSO DEALS WITH FLOW CONTROL.
NETWORK	SENDS PACKETS. CONCERNED WITH PACKET ROUTING, CONTROLS NETWORK CONGESTION. WORKS WITH DIFFERENT NETWORK PROTOCOLS
DATA LINK	SENDS FRAMES OF DATA. WORKS OUT TRANSMISSION ERRORS OF THE PHYSICAL MEDIUM.
PHYSICAL	TRANSMITS THE DATA OVER THE CHANNEL.

LAYER 7	APPLICATION/USER HOW INFORMATION IS TO BE EXCHANGED BETWEEN THE USER AND THE STATION
LAYER 6	PRESENTATION HOW INFORMATION IS TO BE TRANSLATED FROM THE STATION'S FORMAT IN TO THAT UNDERSTAND BY THE USER.
LAYER 5	SESSION ORGANIZES, SYNCHRONIZES AND MANAGES THE DIALOGUE BETWEEN USERS
LAYER 4	TRANSPORT HOW DATA IS TO BE TRANSMITTED AND RECEIVED
LAYER 3	NETWORK HOW COMMUNICATION IS ESTABLISHED, MAINTAINED AND TERMINATED BETWEEN STATIONS
LAYER 2	DATA TRNK HOW THE DATA IS PACKAGED FOR TRANSMISSION
LAYER 1	PHYSICAL TRNK DESCRIBES THE FUNCTION OF THE ELECTRICAL AND MECHANICAL CHARACTERISTICS OF THE NETWORK.

FIG. 14A

OSI LAYER	APPLE COMPUTER	BANYAN SYSTEMS	DEC DECNET	IBM SNA	MICROSOFT NETWORKING	NOVELL NETWORK	TCP/IP INTERNET	XEROX XNS	OSI PROTOCOL
APPLICATION LAYER 7	APPLICATION PROGRAMS ARE PROTOCOLS FOR FILE TRANSFER, ELECTRONIC MAIL, ETC.								
PRESENTATION LAYER 6	APPLE TALK FILING PROTOCOL (AFP)	REMOTE PROCEDURAL CALLS (NOT RPC)	NETWORK MANAGEMENT APPLICATION	TRANSACTION SERVICES PRESENTATION SERVICES	SERVER MESSAGE BLOCK (SMB)	NETWORK CORE PROTOCOLS (NCP)	APPLICATION SPECIFIC PROTOCOLS	CONTROL AND PROCESS INTERACTION	ISO 8823
	APPLE TALK SESSION PROTOCOL (ASP)		SESSION	DATA FLOW CONTROL	NETWORK BASIC INPUT/OUTPUT SYSTEM (NETBIOS)	NETWORK BASIC INPUT/OUTPUT SYSTEM (NETBIOS)	(TELNET, FTP, SNMP, SMTP, ICMP, ETC.)		ISO 8327
TRANSPORT LAYER 4	APPLE TALK TRANSACTION PROTOCOL (ATP)	VINES INTERPROCESS COMMUNICATIONS (VIPC)	END COMMUN- ICATIONS	TRANSMISSION CONTROL	NETWORK BASIC EXTENDED USER INTERFACE (NETBEUI)	SEQUENCED PACKET EXCHANGE (SPX)	TRANSMISSION CONTROL PROTOCOL (TCP)	SEQUENCED PACKET PROTOCOL (SPP)	ISO 8073 TPO-4
NETWORK LAYER 3	APPLE TALK DELIVERY PROTOCOL (DDP)	VINES INTERNET PROTOCOL (VIP)	ROUTING	PATH CONTROL		INTERNET PACKET EXCHANGE (IPX)	INTERNET PROTOCOL (IP)	INTERNET DATAGRAM PROTOCOL (IDP)	ISO 8473 (CLNP)
DATA LINK LAYER 2	NETWORK INTERFACE CARDS, ETHERNET, TOKEN-RING, ARCNET, STARLAN, LOCALTALK, FDDI, ATM, ETC NIC DRIVERS OPEN DATALINK INTERFACE(90DI), NETWORK INDEPENDENT INTERFACE SPECIFICATION (NDIS)								
PHYSICAL LAYER 1	TRANSMISSION MEDIA TWISTED PAIR, COAX, FIBER OPTIC, WIRELESS MEDIA, ETC.								

FIG. 14A (CONT.)

ISO REFERENCE MODEL

THE INTERNATIONAL STANDARDS ORGANIZATION (ISO) OFFERS A SEVEN-LAYER MODEL DEFINING NETWORK COMMUNICATION. THIS MODEL ALLOWS COMMUNICATION SOFTWARE TO BE BROKEN INTO MODULES. EACH LAYER PROVIDES SERVICE NEEDED BY THE NEXT LAYER IN A WAY THAT FREES THE UPPER LAYER FROM CONCERN ABOUT HOW THESE SERVICES ARE PROVIDED, THIS SIMPLIFIES THE DESIGN OF EACH LAYER.

LOWER-LAYER PROTOCOLS

- **PHYSICAL LAYER (LAYER 1)**
THIS LAYER PROVIDES MECHANICAL, ELECTRICAL, FUNCTIONAL, AND PROCEDURAL MEANS TO ACTIVATE AND DEACTIVATE PHYSICAL TRANSMISSION CONNECTIONS BETWEEN DATALINKS.
- **DATALINK LAYER (LAYER 2)**
THIS LAYER PROVIDES FUNCTIONAL AND PROCEDURAL MEANS FOR CONNECTIONLESS-MODE TRANSMISSION AMONG NETWORKS. SUPER-UX SUPPORTS CSMA/CD FOR ETHERNET.
- **NETWORK LAYER (LAYER 3)**
THIS LAYER PROVIDES A MEANS OF CONNECTIONLESS-MODE TRANSMISSION AMONG TRANSPORT ENTITIES. IT MAKES TRANSPORT ENTITIES INDEPENDENT OF ROUTING AND RELAY CONSIDERATIONS ASSOCIATED WITH CONNECTIONLESS-MODE TRANSMISSION. SUPER-UX SUPPORTS INTERNET PROTOCOL (IP) FOR ETHERNET AND HYPERCHANNEL-DX.
- **TRANSPORT LAYER (LAYER 4)**
THIS LAYER PROVIDES TRANSPORT DATA BETWEEN SESSIONS AND RELIEVES THEM OF CONCERN ABOUT ACHIEVING RELIABLE COST EFFECTIVE DATA TRANSFER. SUPER-UX SUPPORTS TRANSMISSION CONTROL PROTOCOL (TCP) AND USER DATAGRAM PROTOCOL (UDP). SUPER-UX ALSO SUPPORTS ULTRANET (TP-4)

UPPER-LAYER PROTOCOLS

- **SESSION LAYER (LAYER 5)**
THIS LAYER PROVIDES THE SERVICES NEEDED BY PROTOCOLS IN THE PRESENTATION LAYER TO ORGANIZE AND SYNCHRONIZE THEIR DIALOGUE AND MANAGE DATA EXCHANGE
- **PRESENTATION LAYER (LAYER 6)**
THIS LAYER MANAGES THE REPRESENTATION OF THE INFORMATION THAT APPLICATION LAYER PROTOCOLS EITHER COMMUNICATE OR REFERENCE DURING COMMUNICATION
- **APPLICATION LAYER (LAYER 7)**
THIS LAYER SERVES AS THE WINDOW BETWEEN CORRESPONDING APPLICATION PROCESSES THAT ARE EXCHANGING INFORMATION.

FIG. 14B

1. Benefits of PFN/TRAC systems. for The World Bank and the IMF.

- Improve public relations though real-time accountability globally.
- Confirm that the terms and conditions of loans are being honored.
- Provide a means to reassess in real-time the impact of policy and financial programs.
- Acquire real-time data to frame issues regarding environment, resources and societies.
- Create a more interactive Economic tool for any financial arrangement.
- This technology is filed in the U.S and extensively as PCTS internationally.

2. What is the PFN/TRAC System ?

- It is a machine messaging system that manages remote activity controls, locating technologies, feed back sensors, environmental, sensors, audio and video data.
- It additionally, interfaces communication systems, computer technology, and memory storage equipment all operated through a Trusted Remote Activity Controller termed TRAC, which in most cases resides in a protected encasement termed a Primary Focal Node PFN—
- PFNS are local interactive nodes or cells which create an automated communication network of accountable management through a myriad of communication technologies and IP protocols to integrate, Intranets and interface with the Internet.
- PFNS are **universal** or **specific for personal** or **equipment** management use or control.
- Universal PFNS provide plug, play and program capability within their interfaces.
- Specific PFNS can be constructed for any application or purpose to handle versatile communications and data streams.
- PFN/TRAC architecture is an entire interactive and integrated man and machine messaging network that will serve, protect and respect all parties and interests.

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e-mail rwalker1@klinewalker.com

Fax 301 983-3332

11201 Spur Wheel Lane, Potomac MD. 20854

Robert Kline
Ph 301 983-6970
rkline1@klinewalker.com

FIG. 14C

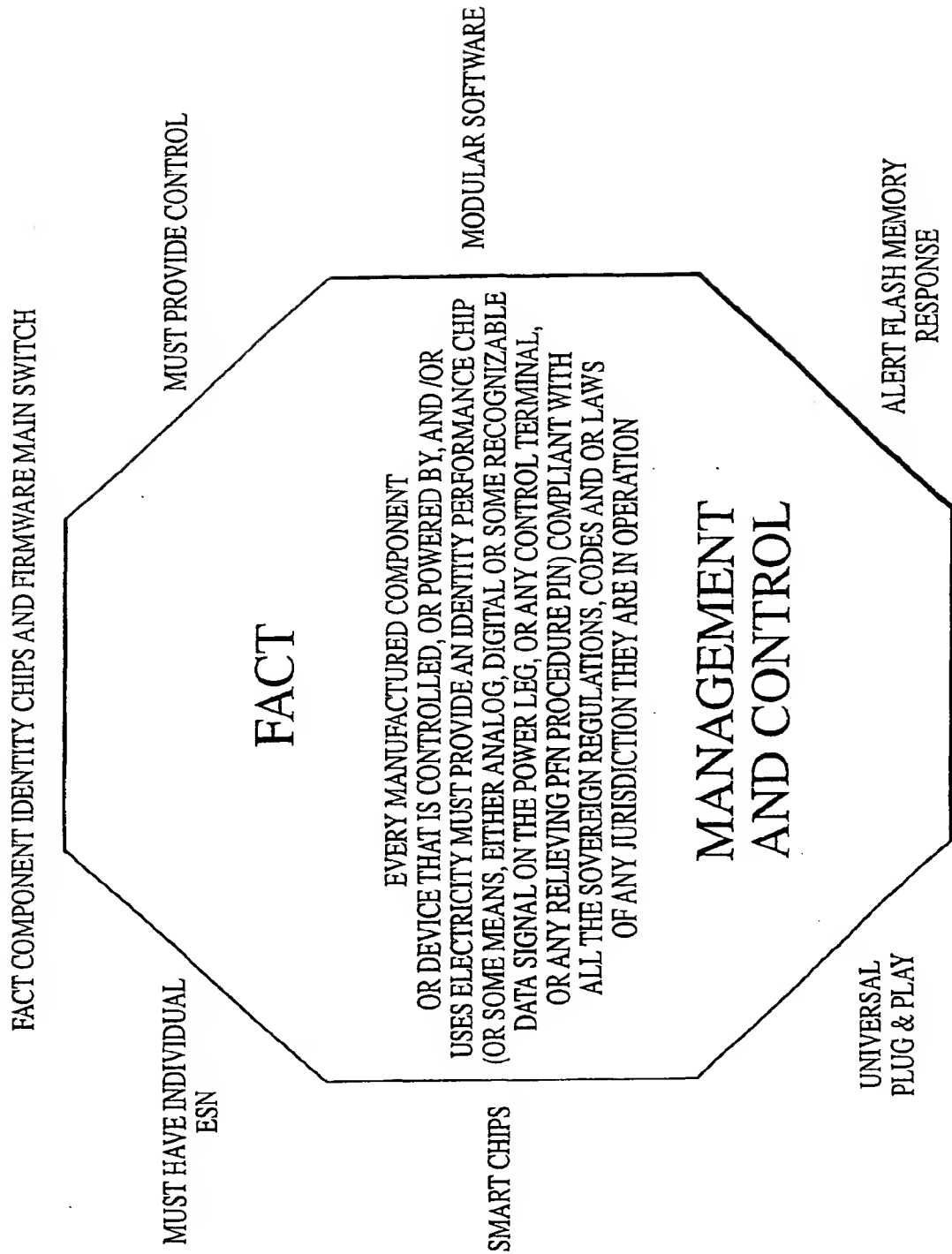


FIG. 15

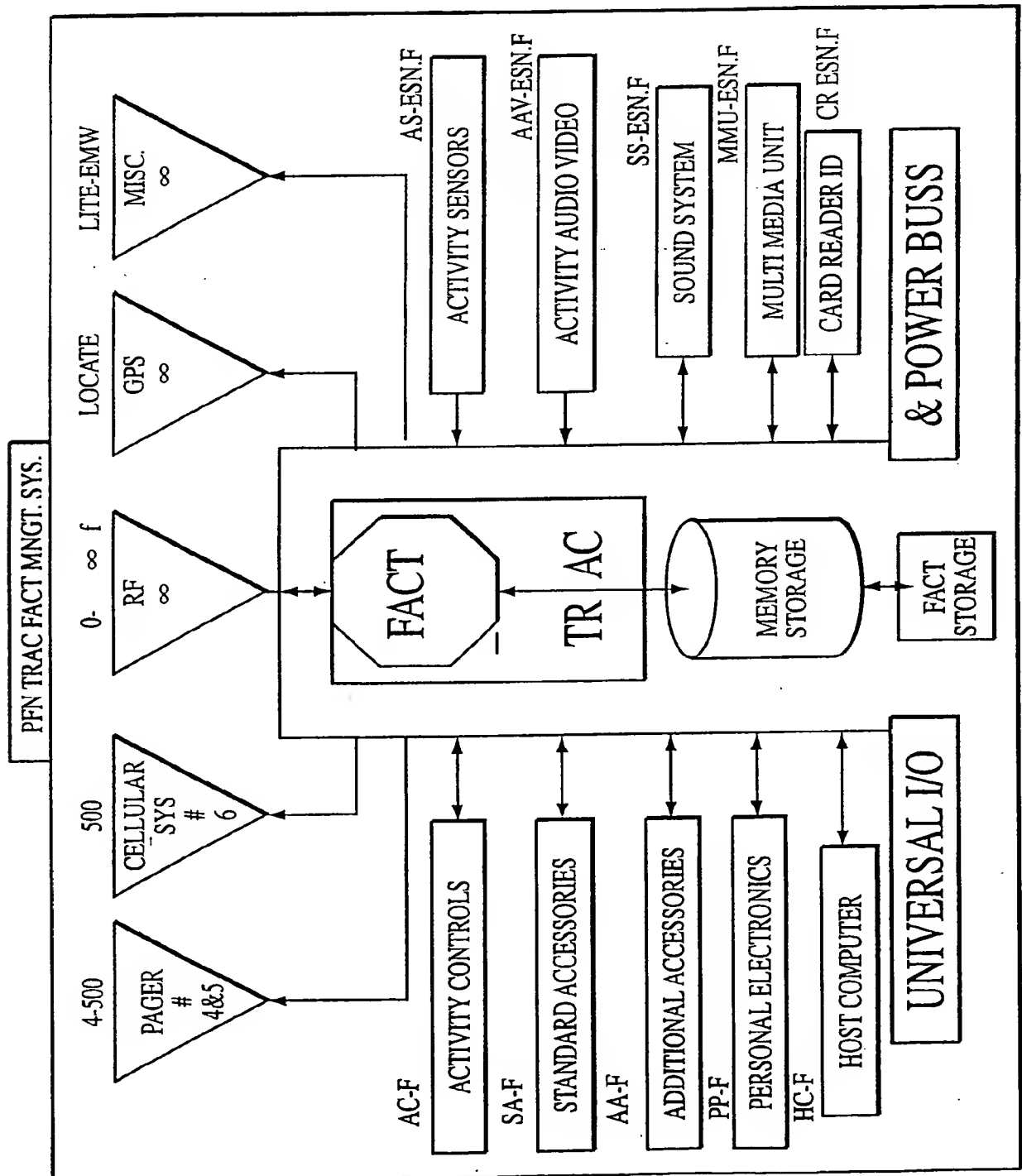


FIG. 16

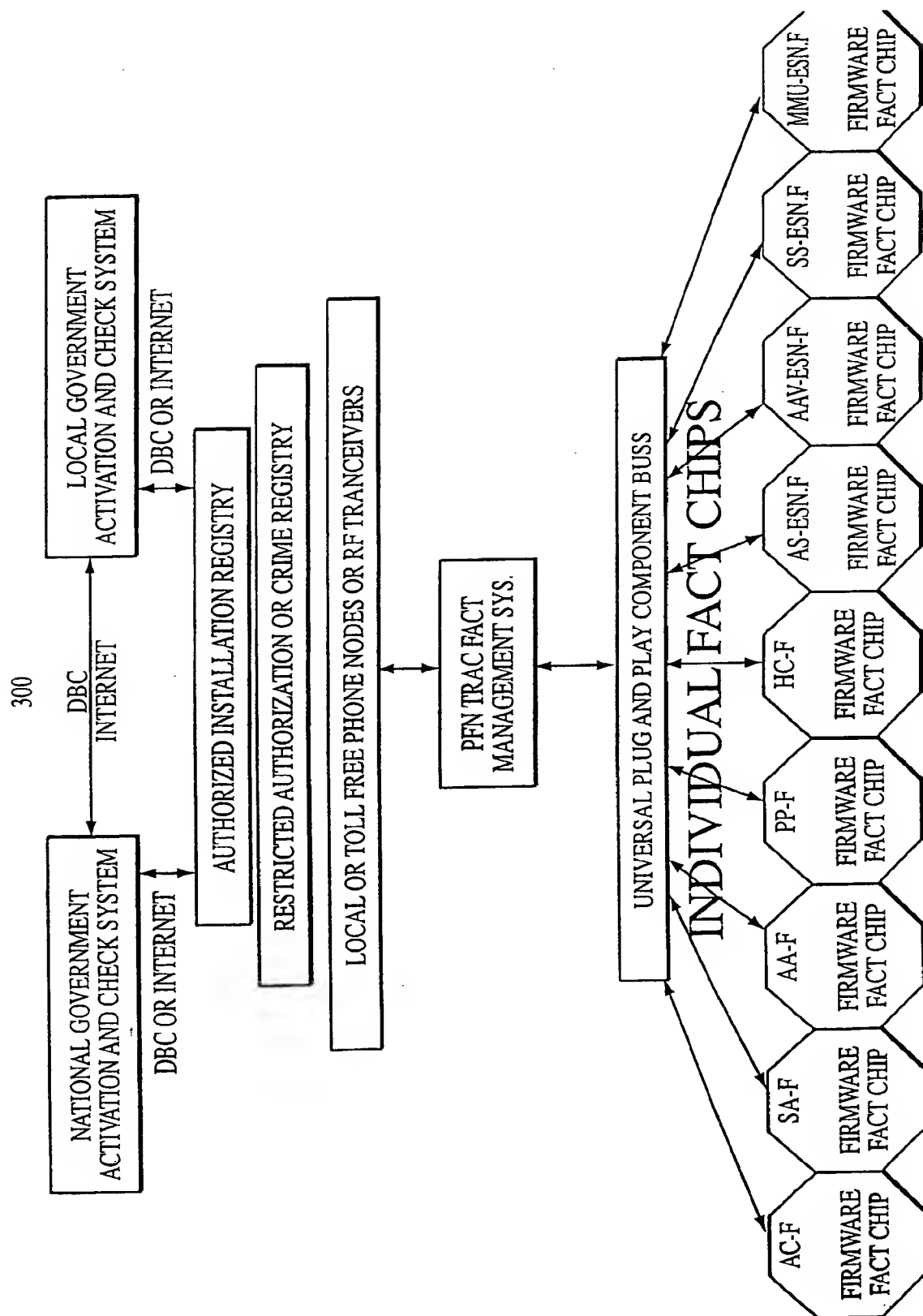


FIG. 17

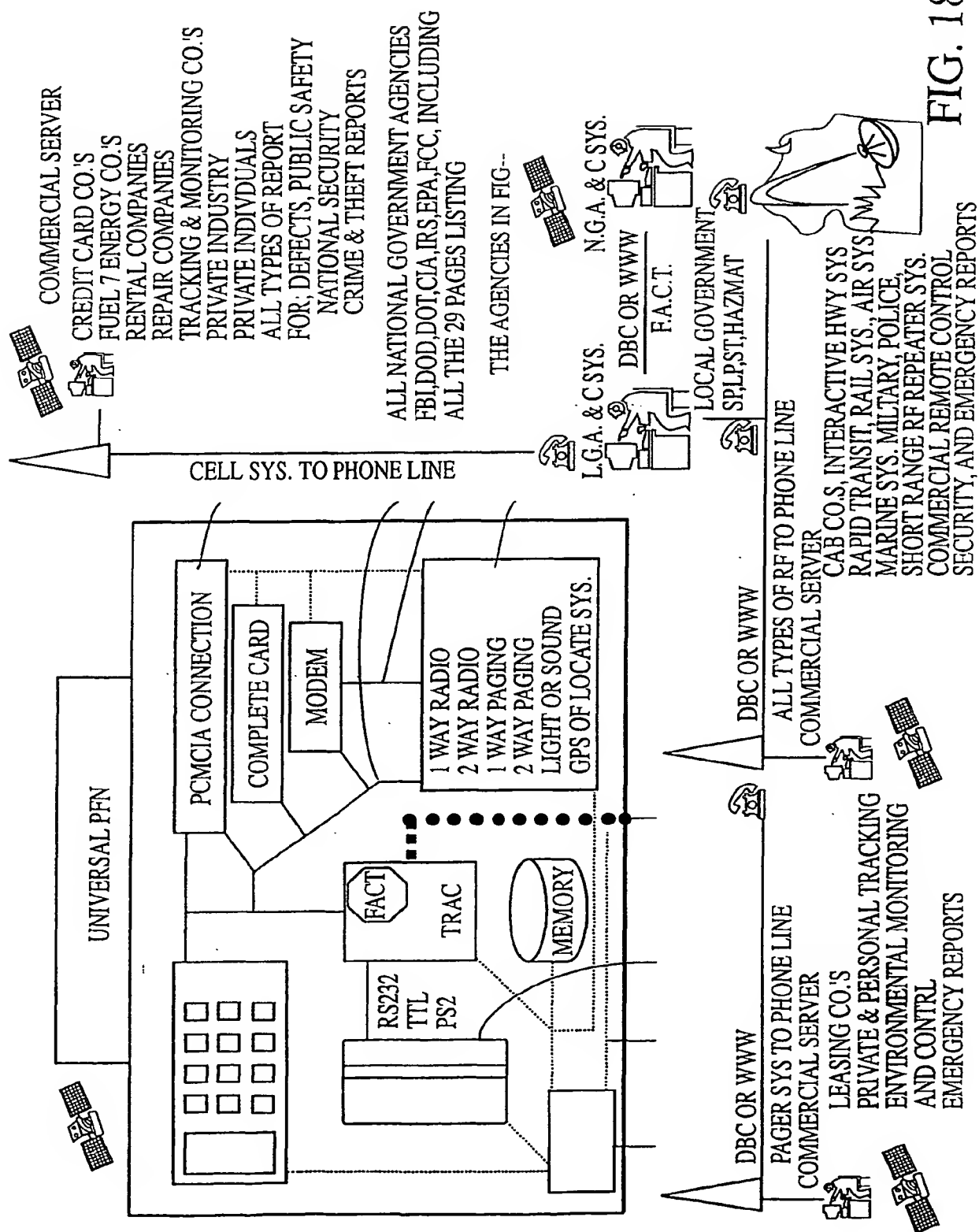


FIG. 18

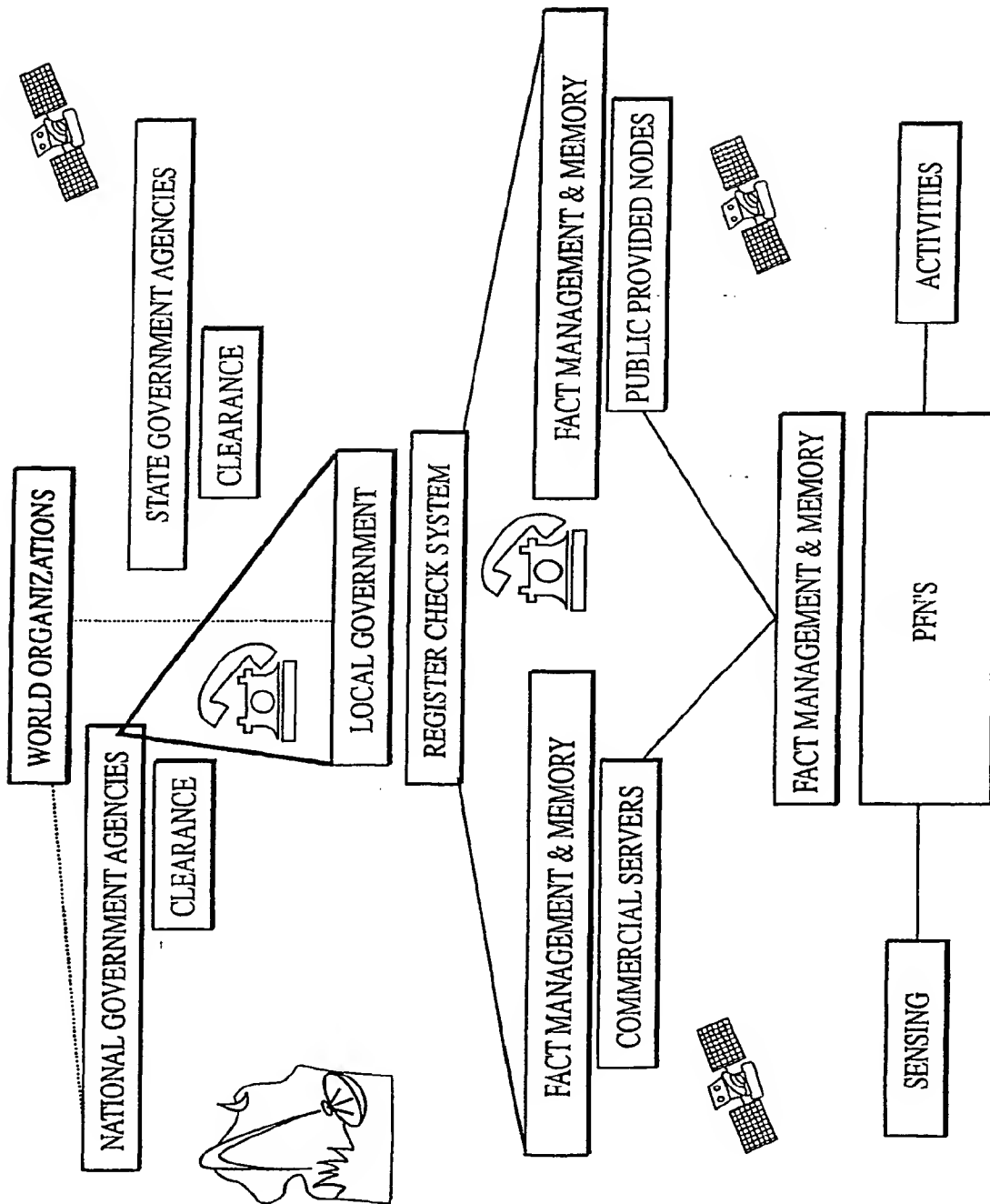


FIG. 19

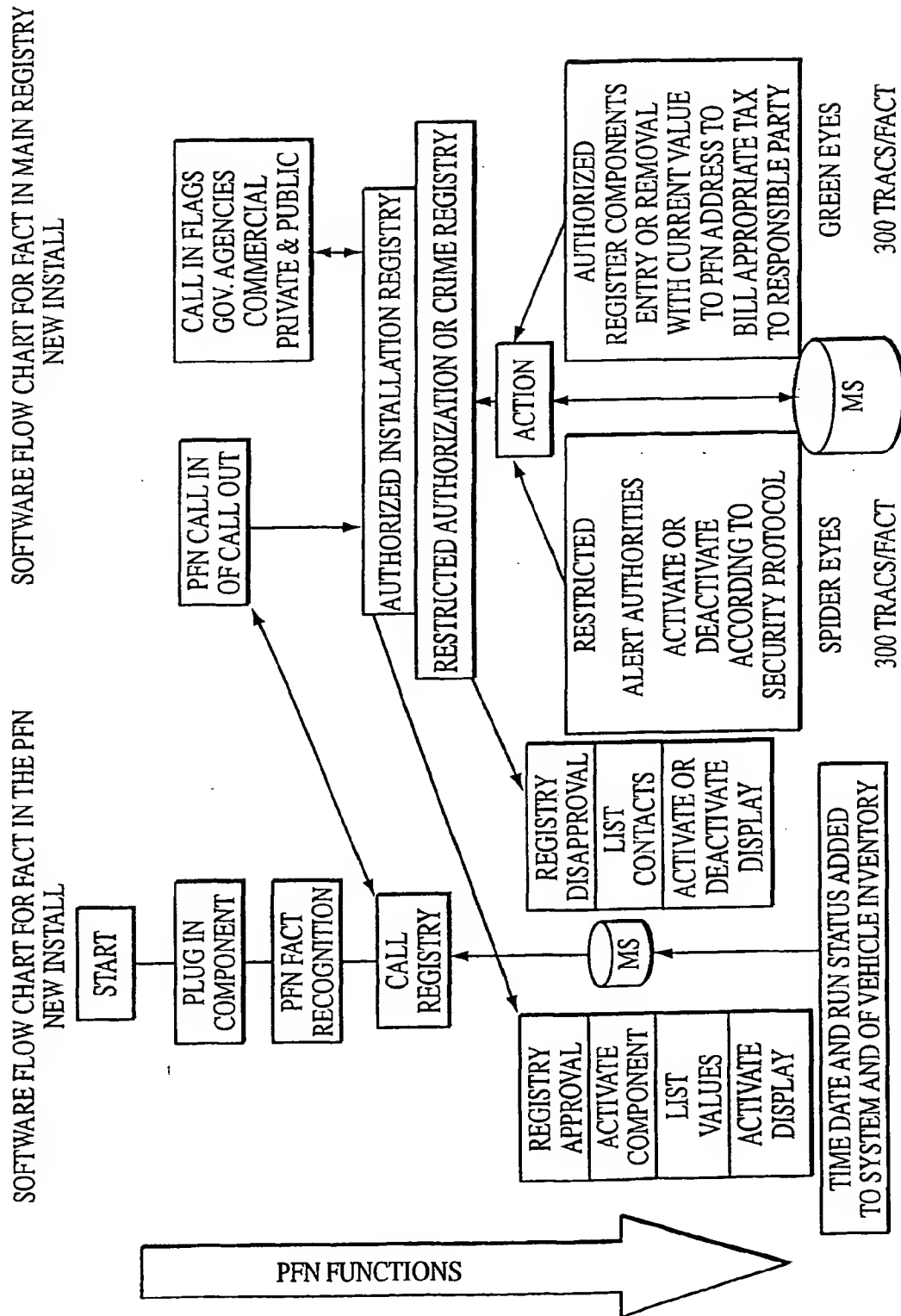
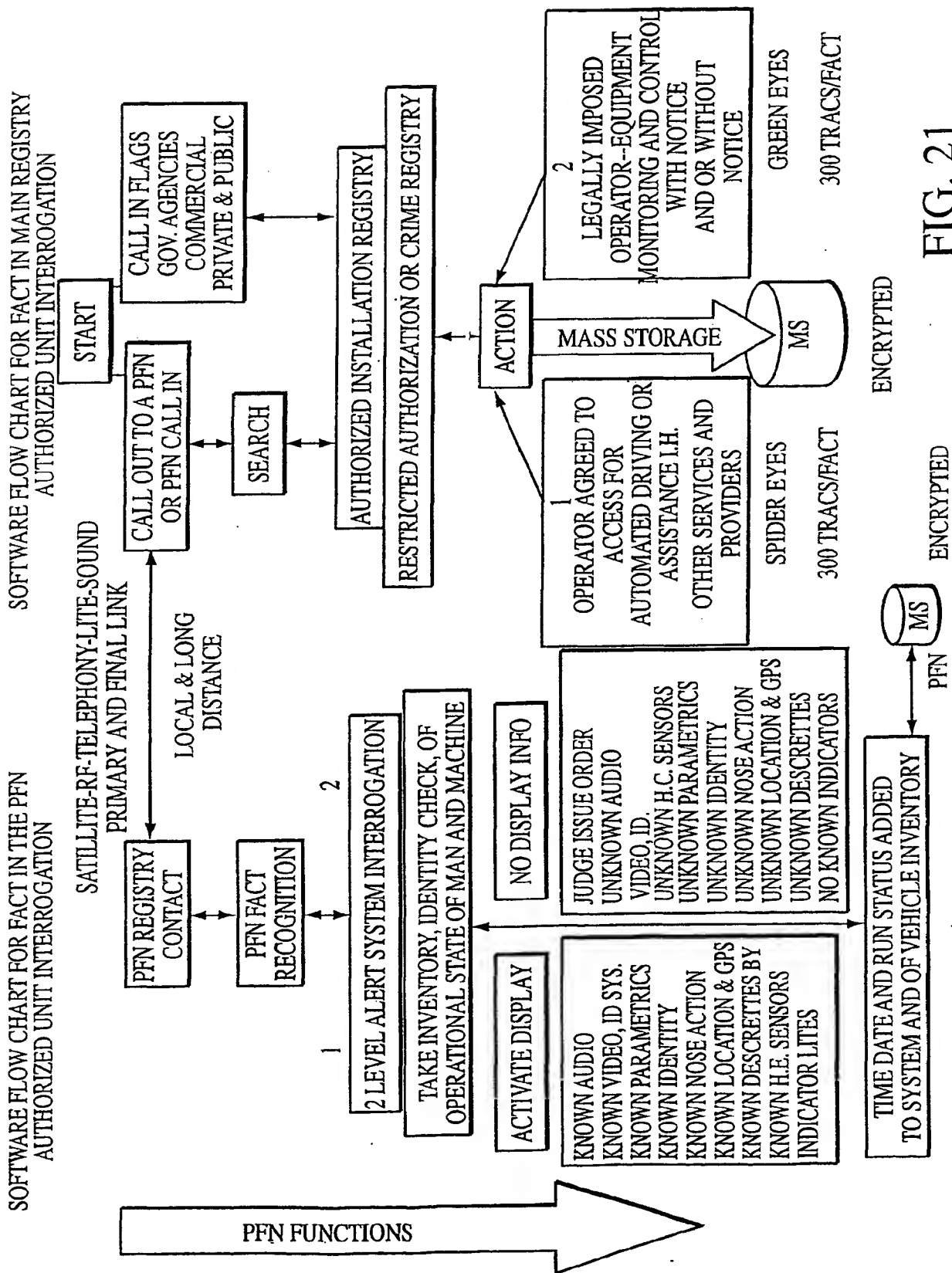
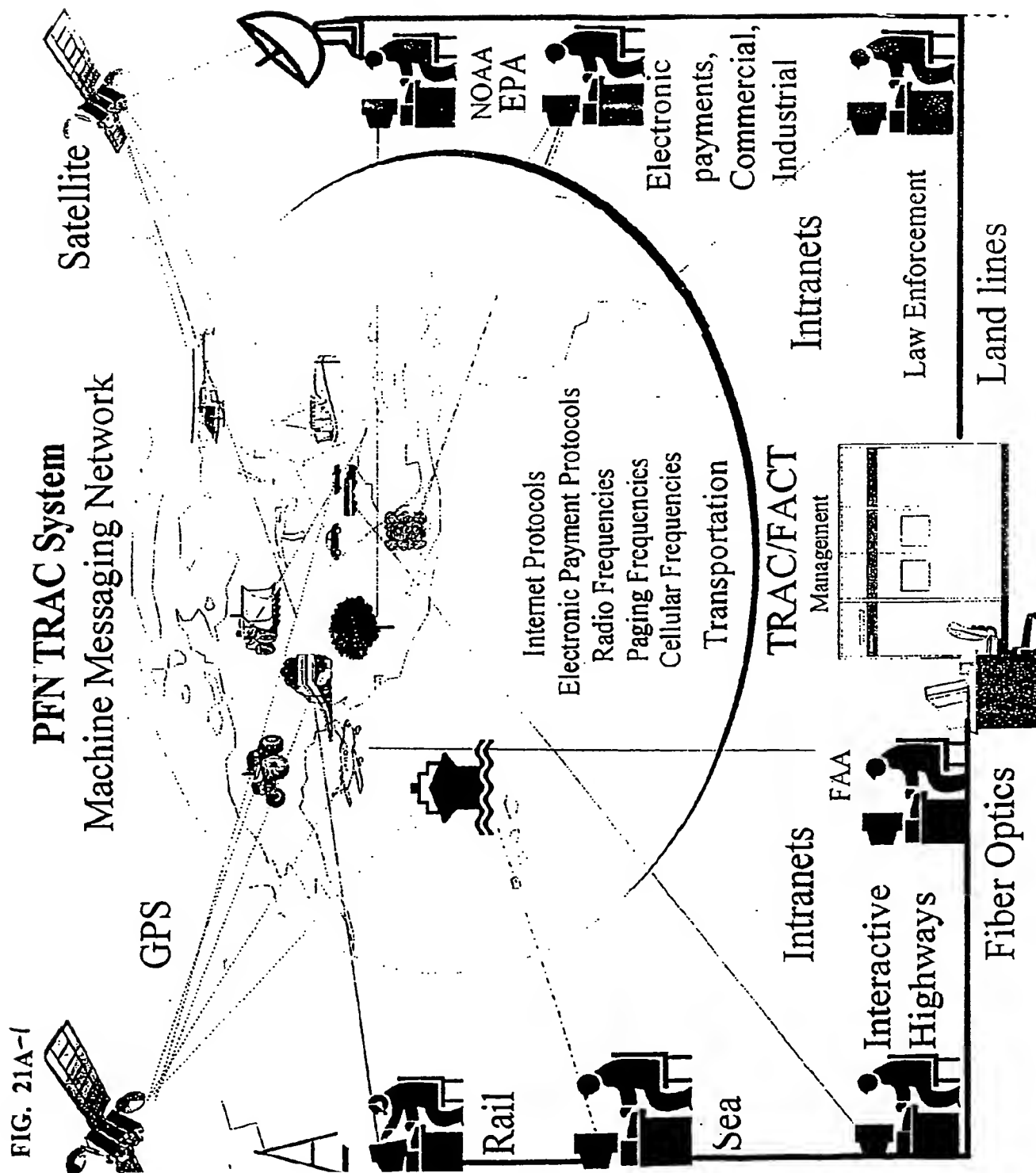


FIG. 20

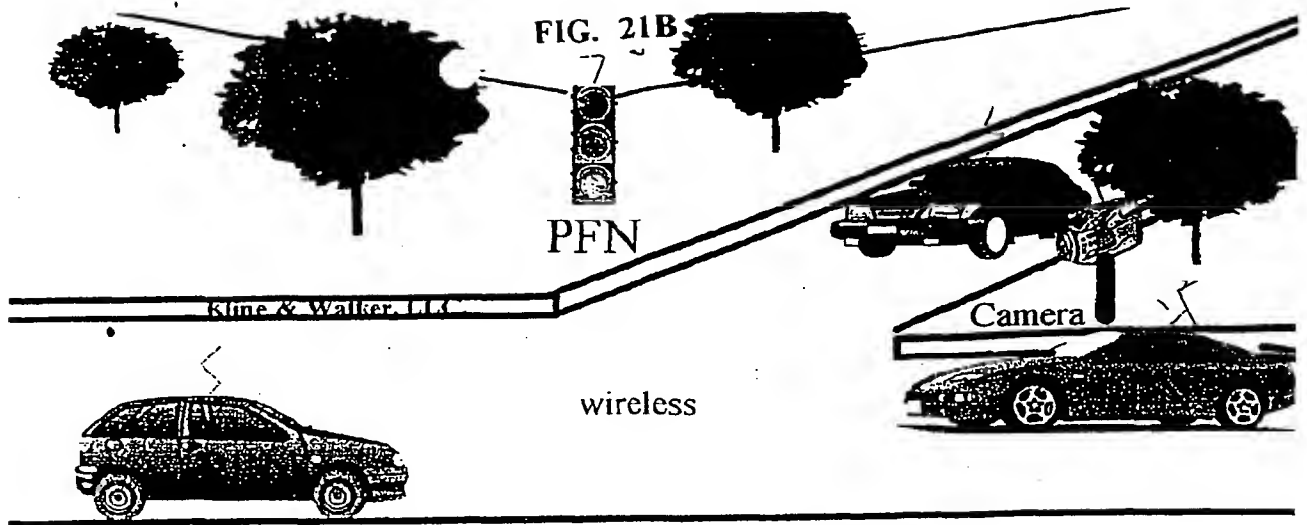




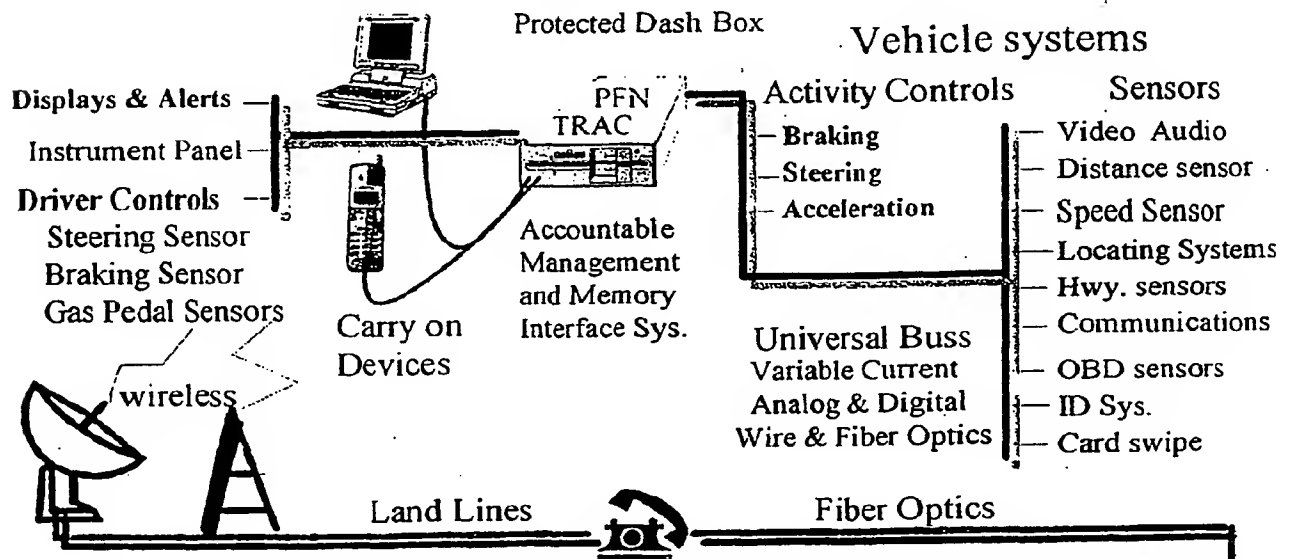
Accountable Equipment Repeating/Digitpeating
Wireless PFN/TRAC Routing Transceiver IP Interface
FIG. 21A-2 Gateway System



Kline & Walker, LLC.



Kline & Walker In Vehicle System



Remote Monitoring and Management PFN/TRAC-FACT

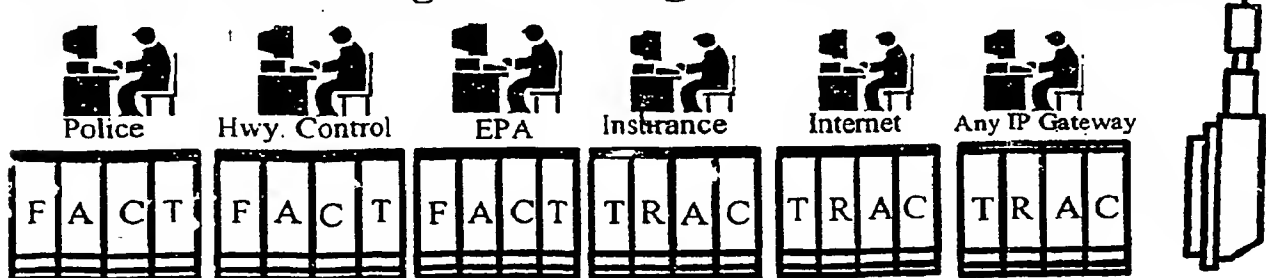
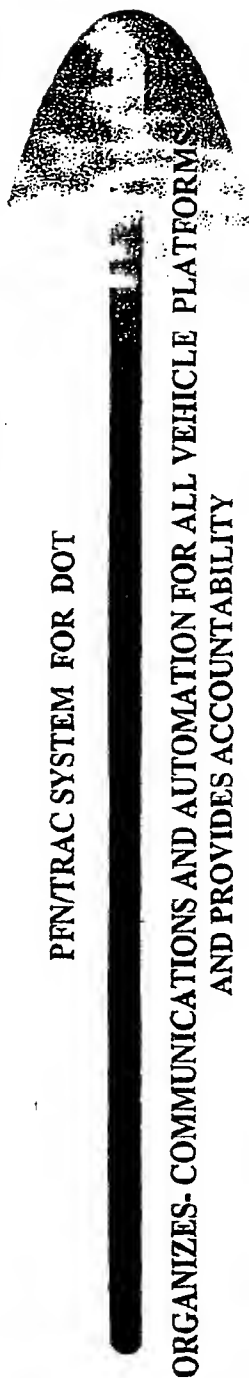


FIG. 21C

Department of Transportation



PFN/TRAC SYSTEM FOR DOT

ORGANIZES- COMMUNICATIONS AND AUTOMATION FOR ALL VEHICLE PLATFORMS
AND PROVIDES ACCOUNTABILITY

DOT governing responsibilities

Initiate future standard for vehicle electrical system.
Acquire and analyze data for vehicle safety.
Coordinate industries for public safety and service.
Help the economy with proper public policy.
Develop proper rules, regulations and law
Provide for the proper law enforcement.
Maintain stability and improve the quality of life.
Maintain societies infrastructure and environment.
Provide public funds for that infrastructure care.
Provide society the best emergency services.
Provide the best highway warning system.
Develop interactive highways and robotics travel.
Understand and evaluate vehicle impact.
Insure well maintained vehicle equipment
Improve all the above thru real-time communication
Create the accountable structure for future shared
vehicle controls involving multiple technologies and
Human-Machine Interfacing (HMI)

PFN/TRAC System (TM) properties.

Local

1. A universal standard plug, play, program and protected accountable vehicle interface for wireless communications automated activity controls, electronic payments, with Internet connections, human- machine interfacing, environment, and feed back sensors. An organizational architecture to write codes, rules regulations and law.

Nationally

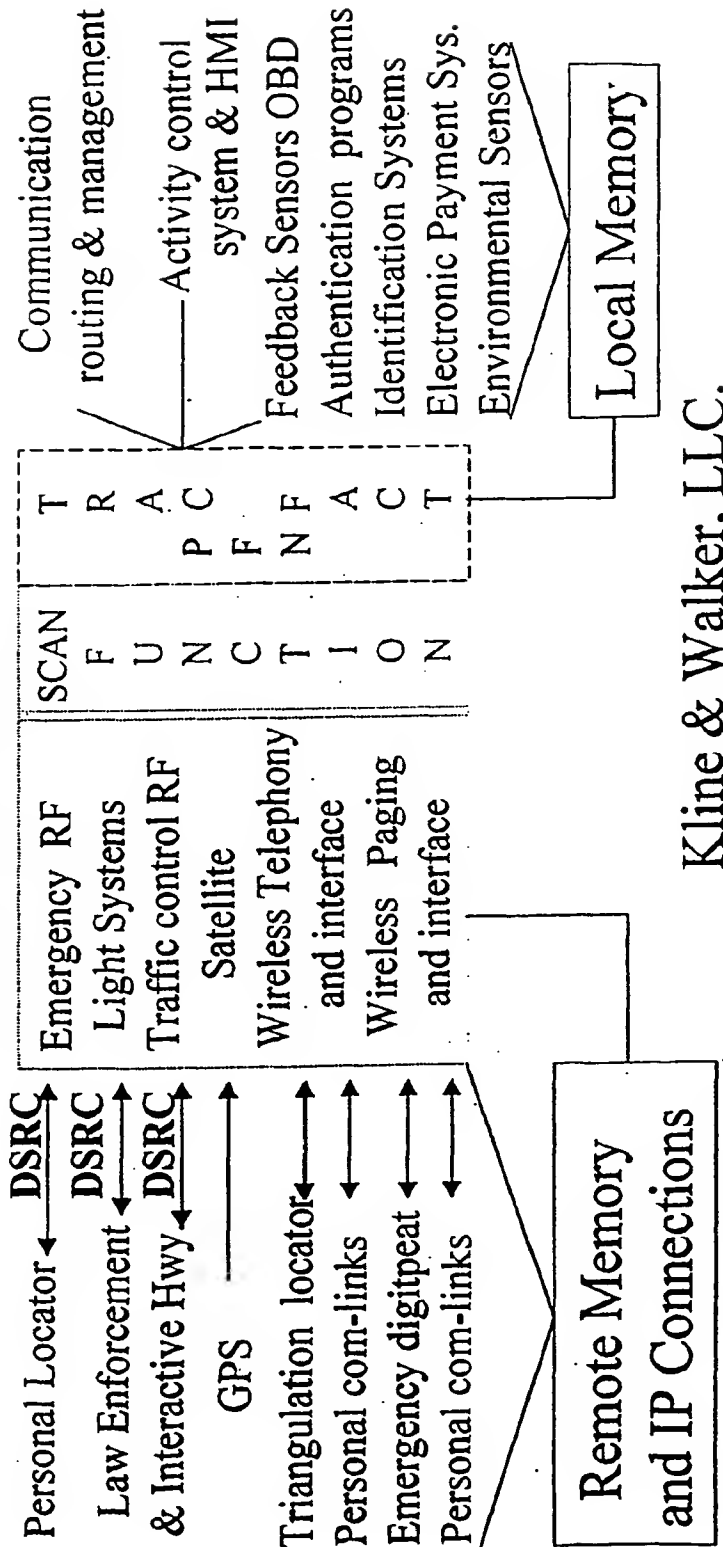
2. The local vehicle interface connects with a wireless and Internet Protocol network of specialized vehicle monitoring and management intranets for surface land travel, air and water travel, along with other related government agencies, law enforcement, emergency service systems, manufacturers, private industry servers, and the insurance industry. All the above participate and are coordinated through prescribed protocols, special codes, and encryption with traceable and transparent data management systems. (PFN/TRAC FACT programs)

FIG. 21D

Federal Communication Commission

Communication Links Universal PFN/TRAC Multi Band
Wireless Routing Transceiver/Interface Programs
For vehicles

Systems On a Chip---SOCs



Kline & Walker, LLC.

Accountable Equipment Repeating/Digitpeating
Wireless PFN/TRAC Routing Transceiver IP Interface
Gateway System

FIG. 21E



Kline & Walker, LLC.

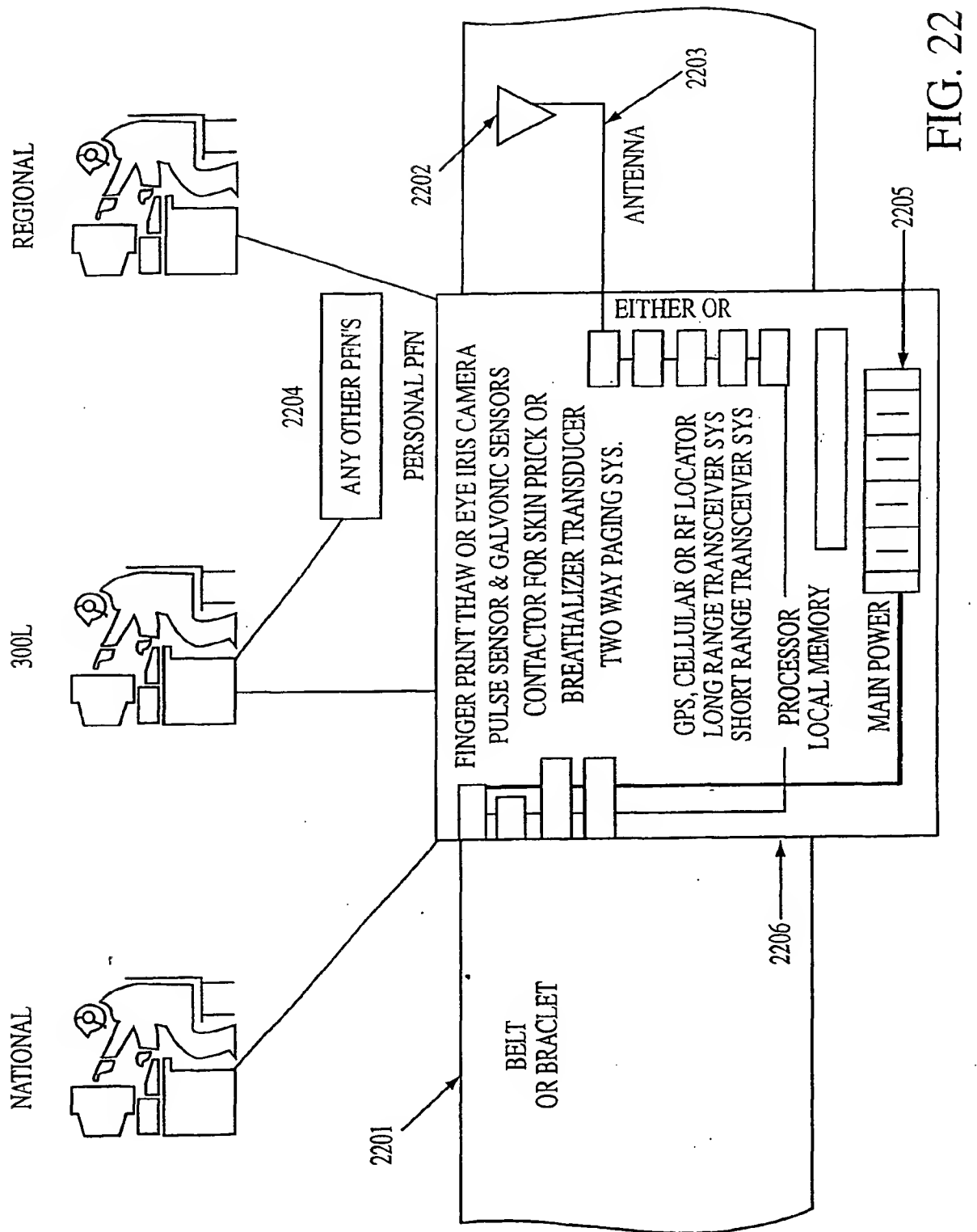


FIG. 22

FIG 23

Federal Communication Commission

PFN/TRAC Communication Routing Applications for FCC

PFN/TRAC Communication

Routing can assist the FCC

PFN/TRAC is basically, an accountable local universal, plug, play, and protected wireless communication routing center for mobile applications. TRAC, the Trusted Remote Activity Controller scans and processes, emergency and personal communication systems, as well as interfaces and manages carryon electrical device use through a vehicle operations program that prioritizes onboard activity controls with driver function and alerts. Additional communication management include multiple wireless IP gateways to serve a broad economic spectrum of the populous, with a wide array of competitive technologies and services. Also, PFN/TRAC is designed to function as a virtual accountable mobile and stationary web that could assist in achieving the last 100 feet of broad band coverage the FCC seeks for future Internet access.

Some FCC responsibilities:

Organize Communication Technical and Commercial Development
Stimulate Market Competition
Stimulate the Economy through the communication industries
Create Useful Regulations
Insure Communication Systems are operating in the publics best interests.
Insure Equal Access to Communication and Information Technologies
Monitor, Manage and Control unfair business practices
Enforce FCC Laws and regulations
Coordinate International use of the communication airwaves.

INTERNATIONAL SEARCH REPORT

International application No.

PCT/US01/01645

A. CLASSIFICATION OF SUBJECT MATTER

IPC(7) : G06F 19/00

US CL : 701/1, 2, 300; 340/ 825.06, 825.15

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

U.S. : 701/1, 2, 300; 340/ 825.06, 825.15, 853.1, 853.2, 853.16, 901, 500, 501

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 5,469,361 A (MOYNE) 21 NOVEMBER 1995 (21.11.1995), abstract	1-56
A	US 5,557,796 A (FEHSKENS ET AL) 17 SEPTEMBER 1996 (17.09.1996), abstract	1-56
A	US 5,815,093 A (KIKINIS) 29 SEPTEMBER 1998 (29.09.1998), abstract	1-56
A	US 5,974,349 A (LEVINE) 26 OCTOBER 1999 (26.10.1999), abstract	1-56



Further documents are listed in the continuation of Box C.



See patent family annex.

* Special categories of cited documents:

"A" document defining the general state of the art which is not considered to be of particular relevance

"E" earlier application or patent published on or after the international filing date

"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)

"O" document referring to an oral disclosure, use, exhibition or other means

"P" document published prior to the international filing date but later than the priority date claimed

"T"

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